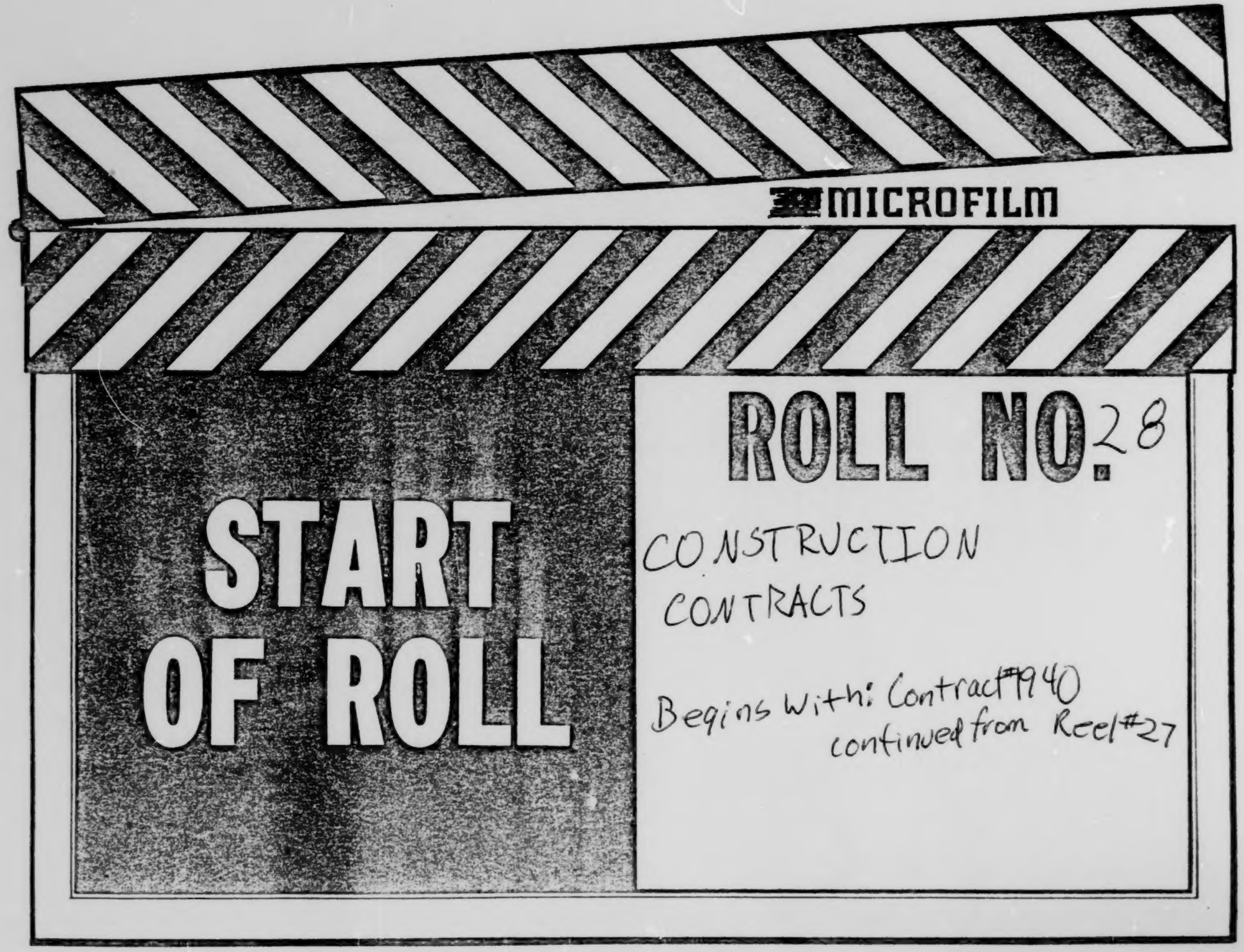

START OF ROLL

ROLL NO. 28

CONSTRUCTION
CONTRACTS

Begins with: Contract #940
continued from Reel #27

RECEIVED
NOV 26 1937
FOR FILING

101-1001

RECEIVED
NOV 26 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 24, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H B. Glaisyer, Secretary

Referring to your letter of November 19th forwarding a copy of a letter from Forest Products Treating Company, there is enclosed a copy of a letter received November 22nd from the Forest Products Treating Company, Omaha, Nebraska, relative to their claim against W.C. White for $1619.92.

As the Portland attorneys for Forest Products Treating Company have forwarded a regular claim for $1905.94 against the above contractor and his bondsmen, I have written to them in order to ascertain if this is an additional claim.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc.

NOTED
H B GLAISYER

COPY

FOREST PRODUCTS TREATING COMPANY
711 Union State Bank Building
Omaha, Nebraska

VIA REGISTERED AIR MAIL

November 19, 1937

Mr. Earl Snell
Secretary of State
State of Oregon
Dalem, Oregon

Re: C-1644

Dear Sir:

Referring to Oregon State Highway Contract #1940 with Mr. W.C. White for construction of the Miles Bridge over Powder River in Baker County Oregon completed May 28, 1937, and accepted by the Highway Commission on June 4, 1947. The contractor on this job entered his order with our company to furnish the treated timbers to be used in the construction of this bridge. These timbers were shipped from our creosoting plant at The Dalles, Oregon, on March 17, 1937. Our invoice in the amount of $1880.94 for treated timbers shipped is still unpaid.

In connection with State Highway Contract #1940, Mr. White furnished the state with a surety bond for the protection of claims. We are informed by the Highway Department that this bond was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is local agent with offices in the Failing Building, Portland, Oregon. We hereby request that the bond be held responsible and liable for the payment of our claim.

For your further information we enclose herewith a certified copy of our invoice #1803, dated March 17, 1937, amount $1880.94, for 26680 feet board measure creosote-petroleum mixture treated Douglas Fir lumber shipped to W.C. White at Baker, Oregon, in Car UP-62935. This lumber was sold f.o.b. our plant at The Dalles, Oregon, plus freight allowance to Baker, Oregon; therefore, the freight deduction in the amount of $261.02 will be allowed on this shipment, which leaves a balance due of $1619.92. Our claim against the bond is for $1619.92.

Please acknowledge receipt of this letter and give us definite assurance that the bonding company will be held responsible and liable for the payment of this account. If any additional information is required, please let us know at once so that we may comply with your requirements before the expiration of a period of six months from date of completion and acceptance by the Commission of this contract.

Very truly yours,

FOREST PRODUCTS TREATING CO.

H. P. FOSTER
H. P. Foster

HPF:BBS
cc: Harvey Wells Ins. Agency
We are enclosing herewith certified and sworn copy of our invoice and shipping notice referred to above.

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM	☒	FULL RATE CABLE	☐
DAY LETTER	☐	DEFERRED CABLE	☐
NIGHT MESSAGE	☐	NIGHT CABLE LETTER	☐
NIGHT LETTER	☐		
SHIP RADIOGRAM	☐	RADIOGRAM	☐

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

RECEIVED
NOV 19 1937
FOR FILING

101-1001

SALEM OREGON
NOVEMBER 19 1937

JOHN LICHTY
ATTORNEY
PORTLAND OREGON

RETEL WHITE'S CONTRACT IS DESCRIBED AS GRADING, SURFACING AND CONSTRUCTION OF BRIDGE ON MILES BRIDGE SECTION OF MEDICAL SPRINGS SECONDARY HIGHWAY IN BAKER COUNTY BEING CONTRACT NO. 1940. BOND WAS WRITTEN BY GREAT AMERICAN INDEMNITY COMPANY HARVEY WELLS INSURANCE AGENCY

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

(COLLECT)

File

Postal Telegraph
day letter
Collect

John Lichty
Portland Oregon

Retel Whites contract is described as grading, surfacing and construction of bridge on Miles Bridge section of Medical Springs Secondary Highway in Baker County being contract no 1940. Bond was written by Great American Indemnity Co Harvey Wells Insurance Agency

H B Glaisyer Secty
State Hwy Com

Postal Telegraph
day letter

Collect

IVED AT

373 STATE STREET
PHONE 6060
SALEM - OREGON
STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · TELEGRAMS CABLEGRAMS RADIOGRAMS · All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DM

19 R AR 20 XU

R PORTLAND OGN NOV 19TH 1937 11.33 AM

H B GLAYSIER
11 SECRETARY STATE HIGHWAY COMMISSION
SALEM OGN

PLEASE WIRE TODAY SENDING DESCRIPTION W C WHITE CONTRACT MILES BRIDGE NUMBER TWO THREE ONE FOUR AND NAME OF SURETY

JOHN LICHTY
1136 A

Telephone Your Telegrams to Postal Telegraph

---

are

Very truly yours,

FOREST PRODUCTS TREATING CO.

C P Foster

H. P. Foster

HPF:BBS

NOTED
H B GLAISYER

RECEIVED
NOV 22 1937
FOR FILING
101-1001

RECEIVED
NOV 22 1937
OREGON
STATE HIGHWAY COMMISSION

FOREST PRODUCTS TREATING COMPANY
711 UNION STATE BANK BUILDING
OMAHA, NEBRASKA

WILLIAM E. DOAN
MANAGER

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING

November 19, 1937

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon Re: C-1644

Dear Sir:

We wish to acknowledge receipt of your letter of November 16, 1937, in regard to our telegram and letter stating that we were filing a claim against the contract of Contractor W. C. White for construction of the Miles Bridge over Powder River in Baker County, State Highway Contract #1940. We have today filed notice with Mr. Earl Snell, Secretary of State, in accordance with information given in your letter.

Thanking you very kindly for your prompt reply and for the information offered, we are

Very truly yours,

FOREST PRODUCTS TREATING CO.

H. P. Foster

HPF:BBS

NOTED
H B GLAISYER

#1940

RECEIVED
NOV 22 1937
FOR FILING
101-1001

November 19, 1937

Forest Products Treating Company
711 Union State Bank Bldg.
Omaha, Nebraska

Gentlemen:

This acknowledges receipt of your letter of the 16th instant with respect to the filing of your claim against W. C. White who had a contract with the State Highway Commission for the construction of a bridge over the Powder River on the Miles Bridge Section of the Medical Springs Secondary Highway, in Baker County.

This letter does not meet the legal requirements for the filing of claims against contractors on public work in this state as I informed you in my letter of the 16th instant. Nevertheless, I am sending a copy of the same to the Secretary of State for his information. I would suggest that you file a new claim with the Secretary of State at the earliest possible time so as to assure the fullest amount of protection on the bond.

Very truly yours,

HBG:AM

Secretary

cc - Forest Products Treating Co.
824 Pittock Block
Portland, Oregon

November 19, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This is to inform you that the State Highway Commission has today received a letter from the Forest Products Treating Company, Omaha, Nebraska, advising that they have a claim against Contractor W. C. White who constructed the Miles Bridge Section of the Medical Springs Secondary Highway in Baker County, consisting of grading and surfacing and construction of a bridge, contract No. 1940. The claim is in the amount of $1905.94 for treated timber furnished for the bridge job.

The information is given you inasmuch as you appear surety on the bond furnished by the contractor in this instance.

Very truly yours,

HBG:AM

Secretary

cc - W. C. White
Vale, Oregon

November 19, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

I am handing you herewith a copy of a letter from the Forest Products Treating Company whereby an attempt is being made to file a notice of claim against W. C. White, contractor on Oregon state highway work.

I have given the company full particulars as to how to file a claim against public works' contractors in this state so presume that they will file another claim with you direct in the near future. If you consider that this letter meets the statutory requirements with respect to the filing of notices of claims in your office, I will give you the original if you want it.

Very truly yours,

Secretary

HBG:AM

FOREST PRODUCTS TREATING COMPANY
711 UNION STATE BANK BUILDING
OMAHA, NEBRASKA

WILLIAM E. DOAN
MANAGER

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING

RECEIVED
NOV 19 1937
OREGON
STATE HIGHWAY COMMISSION

November 16, 1937

VIA AIR MAIL

State Highway Department
State of Oregon
Salem
Oregon

Re: C-1644

Gentlemen:

With reference to enclosed confirmation of our telegram sent to you today regarding contract with W. C. White for construction of Miles Bridge over Powder River, Bridge #2314, completed about May 28, 1937. The contractor on this job, Mr. W. C. White, owes us at this time $1905.94 for treated timbers furnished for this job.

It is our understanding that the period for filing a lien against the contractor's bond will expire on November 28, 1937; therefore, please consider this letter as a lien against Mr. White's bond in the sum of $1905.94. Please do not release the bonding company from responsibility for this account until you receive written authority to do so from this office.

We are not acquainted with and do not have a copy of the Oregon law or highway department regulations in regard to the filing of liens of this nature; however, if you require any additional information, please let us know by return mail so that we may comply therewith.

A prompt acknowledgement of this letter is requested and will be appreciated.

Very truly yours,

FOREST PRODUCTS TREATING CO.

H. P. Foster

H. P. Foster

ANSWERED
H. B. G.

HPF:EBS

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1206-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

OMAHA, NEBRASKA
NOVEMBER 16, 1937

STATE HIGHWAY DEPARTMENT
STATE OF OREGON
SALEM, OREGON

WITH REFERENCE YOUR CONTRACT WITH W. C. WHITE FOR CONSTRUCTION MILES BRIDGE OVER POWDER RIVER BRIDGE #2314 COMPLETED ABOUT MAY 28, 1937. AND ON WHICH PERIOD FOR FILING CLAIM AGAINST CONTRACTORS BOND EXPIRES NOVEMBER 28. CONTRACTOR OWES US $1905.94 FOR TREATED TIMBERS FURNISHED FOR THIS JOB; THEREFORE, WE ARE FILING LIEN AGAINST HIS BOND FOR THIS AMOUNT, CONFIRMATION BY LETTER TODAY.

FOREST PRODUCTS TREATING COMPANY

HPM:BRS
CHARGE
1.55 P.M.
cc:CLM
C-1644

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

---

torney construes the law as meaning that the six-months' period will start from the date of acceptance by the Highway Commission, which in this case is June 4, 1937.

According to your telegram you are filing a lien against this bond but you did not state with whom the lien is being filed, hence this letter to advise you that it should have been with the Secretary of State and not with the State Highway Commission in order to satisfy the legal requirements. A mimeographed copy of the law is inclosed for your further information.

Very truly yours,

Secretary

HBG:AM

FOR FILING
101-1001

#1140

November 16, 1937

Forest Products Treating Company

Omaha, Nebraska

Gentlemen:

Reference is made to your day letter just received stating that you are filing a claim against Contractor W. C. White for services rendered in connection with Mr. White's contract for the construction of the Miles Bridge over Powder River in Baker County.

The contract to which you refer is State Highway Contract No. 1940. In connection with this contract Mr. White furnished the state with a surety bond for the protection of claims. The bond was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is local agent with offices in the Failing Building, Portland, Oregon. To hold the bond responsible and liable for the payment of your claim you should file notice with the Oregon Secretary of State, Mr. Earl Snell, prior to the expiration of a period of six-months from date of completion and acceptance by the Commission.

According to our records the job was completed on May 28, 1937, and was accepted by the Highway Commission on June 4, 1937. Our Attorney construes the law as meaning that the six-months' period will start from the date of acceptance by the Highway Commission, which in this case is June 4, 1937.

According to your telegram you are filing a lien against this bond but you did not state with whom the lien is being filed, hence this letter to advise you that it should have been with the Secretary of State and not with the State Highway Commission in order to satisfy the legal requirements. A mimeographed copy of the law is inclosed for your further information.

Very truly yours,

Secretary

HBG:AM

TE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1206-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(12)

R. B. WHITE PRESIDENT

NEWCOMB CARLTON CHAIRMAN OF THE BOARD

FIRS. EVER RESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

1937 NOV 16 PM 1 14

Received at

PRH 49 64 DL=IX OMAHA NEBR 16 200 P

STATE HIGHWAY DEPT STATE OF OREGON=

=WITH REFERENCE YOUR CONTRACT WITH W. C. WHITE FOR CONSTRUCTION MILES BRIDGE OVER POWDER RIVER BRIDGE # 2314 COMPLETED ABOUT MAY 28, 1937, AND ON WHICH PERIOD FOR FILING CLAIM AGAINST CONTRACTORS BOND EXPIRES NOVEMBER 28 . CONTRACTOR OWES US $ 1905 . 94 FOR TREATED TIMBERS FURNISHED FOR THIS JOB : THEREFORE , WE ARE FILING LIEN AGAINST HIS BOND FOR THIS AMOUNT , CONFIRMATION BY LETTER TODAY=

:FOREST PRODUCTS TREATING CO.

2314 28 1937 28 $ 1905 . 94 .

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

[illegible]

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
NOVEMBER 16 1937

FOREST PRODUCTS TREATING COMPANY

OMAHA, NEBRASKA

TO SATISFY OREGON LAWS AND TO HOLD BOND OF CONTRACTOR W. C. WHITE LIABLE FOR PAYMENT OF CLAIM SUBSEQUENT TO EXPIRATION OF SIX MONTHS' PERIOD FOLLOWING DATE OF COMPLETION AND ACCEPTANCE OF CONTRACT BY STATE HIGHWAY COMMISSION YOU SHOULD FILE CLAIM WITH OREGON SECRETARY OF STATE. LETTER FOLLOWS

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

(COLLECT)

File

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JB:MEL

RECEIVED
OCT 29 1937
FOR FILING
101-1001

October 28, 1937

HALLOCK, DONALD & BANTA
Suite 201 Sommer Building
Baker, Oregon

Attention James T. Donald

Gentlemen:

We are returning to you by express the certified copy of the H. C. White Contract, No. 1940, for the construction of a bridge and certain grading and surfacing work on the Miles Bridge Section, in Baker County. The certificate has now been properly signed.

We regret that this was overlooked when we forwarded the copy to you before, and trust that the oversight has not caused you undue delay.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

BLAINE HALLOCK
JAMES T DONALD
HAROLD BANTA

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

JAMES H. NICHOLS
1905-1929

October 23rd, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In line with your letter of the 21st instant we are returning to you herewith copy of contract and bond between W. C. White and yourselves, with the understanding that the certificate will be signed and then the document will be returned to your office.

Yours very truly,

HALLOCK, DONALD & BANTA

By James T Donald

JTD:PM
Enc.

H. B. D.
This is now O.K. to sign and send out again.
✓ J. McF.

REFERRED TO
Mr Ireland
SECRETARY
OK to send

RECEIVED
OCT 25 1937
FOR FILING

101-1001

October 21, 1937

HALLOCK, DONALD & BANTA
Suite 201 Sommer Building
Baker, Oregon

Gentlemen:

This acknowledges receipt of your letter of October 19 apprising us of the fact that the certificate accompanying copy of contract and bond between the Oregon State Highway Commission and E. C. White for the construction of a bridge, grading and surfacing on the Miles Bridge Section of the Medical Springs Secondary Highway, Baker County, sent you at your request, was unsigned.

We regret that this oversight occurred. If you will kindly return the contract and certificate to this office, it will be signed and returned to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MMK

RECEIVED
OCT 20 1937
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG
BAKER, OREGON

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

JAMES H. NICHOLS
1905-1929

October 19, 1937.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

We recently received from you copy of contract and bond between the Oregon State Highway Commission and W. C. White for the construction of a bridge grading and surfacing on the Miles-Bridge Section of the Medical Springs secondary highway of this county. We note that while the certificate bears the seal of the State Highway Commission and is dated the 14th day of October, 1937, that through oversight the signature of Mr. Glaisyer was not affixed thereto. We would therefore appreciate it if we could receive another copy of this certificate properly signed and executed so that we may attach the same to the copy of contract and bond which you sent to us.

Yours very truly,

HALLOCK, DONALD & BANTA,

By Jas T Donald

J TD MG

Send bond

RECEIVED
OCT 16 1937
FOR FILING

#11440

101-1001

October 14, 1937

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have today received from Hallock, Donald & Banta, Baker, Oregon, affidavit and notice of claim by Basche-Sage Hardware Company against W. C. White, for goods, wares and merchandise in the amount of $471.33 furnished by them to said W. C. White in connection with his performance of Contract No. 1940 with the Oregon State Highway Commission for the construction of a bridge over Powder River on the Medical Springs Secondary Highway, in Baker County.

This information is being supplied you as surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - W. C. White
Vale, Oregon

October 14, 1937

HALLOCK, DONALD & BANTA
Suite 201 Sommer Building
Baker, Oregon

Attention J. T. Donald

Gentlemen:

This acknowledges receipt of your letter of October 13, enclosing affidavit and notice in connection with the claim of Basche-Sage Hardware Company against H.C.White and Great American Indemnity Company, contractor and surety on Contract No. 1940 with the State Highway Commission for the construction of a bridge over Powder River on the Medical Springs Secondary Highway, in Baker County.

As requested, copy of the contract and bond are today being forwarded to you, by express.

Very truly yours,

Secretary

JH:MEK

#1940

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

JAMES H. NICHOLS
1905-1929

October 13th, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing affidavit and notice in connection with the claim of Basche-Sage Hardware Company vs. W. C. White and Great American Indemnity Company. We ask that you kindly forward to us at your earliest convenience a copy of the contract and bond in order that we may file immediate action upon the same.

Yours very truly,

HALLOCK, DONALD & BANTA

By James T. Donald

JTD:PM
Enc.

Baker, Oregon,
September 30, 1937

To: State of Oregon and Oregon State Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Basche Sage Hardware Company, a corporation, organized, existing and doing business under and by virtue of the laws of the State of Oregon, with its principal office and place of business in the City of Baker, Baker County, Oregon, has a claim for materials furnished, including hardware and construction materials, in the sum of four hundred seventy-one and 33/100 dollars against the bond taken from W. C. White, as contractor, and Great American Indemnity Company, as surety, for the work of construction of a bridge over Powder River, and 1.18 miles of grading and surfacing on the Medical Springs secondary high-way, in Baker County, Oregon.

BASCHE SAGE HARDWARE COMPANY

By____________________
Secretary

AFFIDAVIT.

STATE OF OREGON)
) ss.
County of Baker)

I, C. C. Basche, being first duly sworn on oath depose and say: that I am the secretary of Basche-Sage Hardware Company, a corporation, organized existing and doing business under and by virtue of the laws of the State of Oregon, with its principal office and place of business in the City of Baker, Baker County, Oregon; that the said Basche-Sage Hardware Company during the period between the 27th day of February, 1937 and the 28th day of May, 1937, both dates inclusive sold and delivered unto W. C. White goods, wares and merchandise of the fair and reasonable value of $494.61; that no part of said sum has been paid except the sum of $23.28 by credit allowance and that there is now due, owing and unpaid to Basche-Sage Hardware Company, a corporation, on account thereof the sum of $471.33. That demand has been made for the payment thereof. That said materials were furnished for use in the construction of a bridge over Powder River and 0.180 miles of grading and surfacing on the Medical Springs secondary highway in Baker County, Oregon, and a full, true and correct statement of said account of the said Basche-Sage Hardware Company with the said W. C. White is hereunto this affidavit attached and by this reference made a part hereof.

This affidavit is made pursuant to the provisions of Section 67-1101, Oregon Code Supplement, 1935, and Section 49-702, Oregon Code 1930.

C C Basche

SUBSCRIBED and SWORN to before me this 13th day of October, 1937.

Notary Public for Oregon

My Commission Expires
November 12th, 1938.

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

HARDWARE, RANCH AND MINING SUPPLIES

DISTRIBUTORS OF

TRUCKS AND ACCESSORIES

HEAVY HARDWARE AND FARM IMPLEMENTS

STOVES AND RANGES
HOUSE FURNISHING GOODS
CROCKERY AND GLASSWARE
PAINTS AND OILS
SPORTING GOODS
HARNESS AND SADDLES

IRON AND STEEL
PUMPS, PIPES AND FITTINGS
BELTING, PACKING, HOSE
ENGINES AND BOILERS
SHEET METAL WORKERS

BAKER, OREGON,

August 24, 1937

SOLD TO

W. C. White
c/o Geiser Hotel
Baker, Oregon

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

Itemized statement of Account

Mar. 1, 1937					
4#	Putty	.10		.40	
1/2 pt	White shellac			.32	
1 pr	6" Hvy strap hinges			.30/	1.02
Mar. 3, 1937					
31#	6d common nails	5.40c		1.67	
25#	8d " "	5.30c	1.33	1.33	
50 ft.	1" Water Hose	14.00c		4.20/	7.20
Mar. 10, 1937 NET					
1 sk	Hydrated Lime 50#	1.75c		.88/	.88
Mar. 10, 1937					
1 yd	36" Galv wire cloth	.36		.36	
1 only	3 x 3 x 8 rubbing stone	1.40			
	Less 25%			1.05	
27#	#9 Blk Annealed wire	6.40c		1.73/	3.14
Mar. 12, 1937					
1 pc.	3/4" Galv Pipe 1'	.09		.09	
1 only	Cut			.05	
2 only	Threads	.06		.12	
1 only	3/4" Galv Ell	.10		.10	
1 "	3/4 x 6 galv nipple	.11		.11	
2 only	3/4" galv. lock nuts	.08		.16	
2 only	3/4" Union gaskets	.01½		.03	
14-3/4#	16 ga Blk wire	7.20c		1.06	
22#	6d common nails	5.90c		1.30/	3.00
Mar. 15, 1937					
44½#	#9 Blk wire	5.75c		2.56	
2#	3d Blued Lath nails	.08		.16	
22#	27 ga. Galv. Iron	7.85c		1.73	
1 pr.	Tin snips #S 411	.90		.90/	5.35
Mar. 16, 1937					
18 only	3/4 x 24 galv Pins 52#	.08		4.16	
16 "	3/4 x 14 Galv Bolts	.30		4.80/	8.96

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

HARDWARE, RANCH AND MINING SUPPLIES

DISTRIBUTORS OF

TRUCKS AND ACCESSORIES

HEAVY HARDWARE AND FARM IMPLEMENTS

STOVES AND RANGES
HOUSE FURNISHING GOODS
CROCKERY AND GLASSWARE
PAINTS AND OILS
SPORTING GOODS
HARNESS AND SADDLES

IRON AND STEEL
PUMPS, PIPES AND FITTINGS
BELTING, PACKING, HOSE
ENGINES AND BOILERS
SHEET METAL WORKERS

BAKER, OREGON.

Aug. 24, 1937

SOLD TO

W. C. White
page #2

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

Mar. 18, 1937				
½ keg	16d common nails	5.70		2.85
1 only	Beveled Edger	.50		.50/ 3.35
Mar. 19, 1937				
4 only	1/2" cold shuts	.06		.24
1 only	1/2" Grab hook	.23		.23
1 only	#65 Atkins Hand Saw	2.55		2.55
1 only	#64 " " "	3.90		3.90/6.92
Mar. 19, 1937 NET				
1 only	Tank Acetylene #73525 100'	3.35c		3.35/ 3.35
Mar. 20, 1937				
2 only	Used Log chains for			6.50/ 6.50
Mar. 27, 1937				
4 only	5/8 x 18 Mach bolts	27.61c	1.10	
	Less 40%			.66
350-	3/4 x 1½ Mach bolts	11.05c	38.67	
	Less 50%			19.34/20.00
Mar. 29, 1937				
2 only	Punches for			1.40
25#	Dry Lead (red)	13.90c		3.47
1 gal	Boiled Linseed Oil	1.27		1.27
1 "	Raw " " less can	1.04		1.04
1 only	12" Crescent wrench A 112	1.08		1.08
1 only	Steel brush #1779	.32		.32/ 8.58
Mar. 29, 1937 NET				
1 only	Tank Oxygen K 125958	6.00		6.00/ 6.00
Mar. 30, 1937				
25-	3/4 x 12 Mach bolts	12.76c	3.19	
25-	3/4 x 2½ " "	13.47c	3.37/6.56	
	Less 50%			3.28/ 3.28

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

HARDWARE RANCH AND MINING SUPPLIES

DISTRIBUTORS OF

TRUCKS AND ACCESSORIES

HEAVY HARDWARE AND FARM IMPLEMENTS

STOVES AND RANGES
HOUSE FURNISHING GOODS
CROCKERY AND GLASSWARE
PAINTS AND OILS
SPORTING GOODS
HARNESS AND SADDLES

IRON AND STEEL
PUMPS, PIPES AND FITTINGS
BELTING, PACKING, HOSE
ENGINES AND BOILERS
SHEET METAL WORKERS

BAKER, OREGON.

Aug. 24, 1937

SOLD TO

W. C. White
page #3

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

April 2, 1937				
50	3/4 x 1½ Mach bolts	11.05c	5.53	
	Less 50%			2.77
4#	4d common nails	.07		.28
25#	6d " "	.06		1.50
1 only	G3A Expansive bit	.75		.75/ 5.30
April 5, 1937 NET				
2 only	1/2" Water hose nipples	.45		.90
1 only	17 J Hose nut	.55		.55
1 only	17 HA " stems	.45		.45
2 only	17 A " clamps	.45		.90
1 only	Hose gasket	.05		.05/ 2.85
April 5, 1937				
1 only	1488 Tange	9.00		9.00
1 gal	Cresote Oil	.85		.85
2 only	Paint scrapers	.20		.40/10.25
April 7, 1937				
1 only	Oxweld Liter	.15		.15
2 "	3/4 x 7½ Mach bolts	20.62c	.41	
	Less 40%			.25
2 "	17 S Air hose Spud	.50		1.00
1 only	3/4 x 3 Blk Nipple	.05		.05
1 only	3/8 x 1/2 " bushing	.04		.04
6 only	Gaskets for 17 S	.05		.30/ 1.79
April 9, 1937				
1 only	3/4 x 20 Mach bolt	38.50c	.39	
1 "	3/4 x 24 " "	40.20	.40	
2 "	3/4 x 36 " "	55.80c	1.12	
5 o"	3/4 x 38 " "	58.40c	2.92	
3 "	3/4 x 40 " "	61.00c	1.83	
2 "	3/4 x 32 " "	50.60c	1.01	
12 "	3/4 x 31	49.30c	5.92	
2 "	3/4 x 34	53.20	1.06	
16 "	3/4 x 35	54.50c	8.72	
10 "	3/4 x 37	57.10c	5.71	
12 "	3/4 x 39	59.70c	7.16	
4 "	3/4 x 46	68.80c	2.75	
4 "	3/4 x 50	74.00c	2.96	
6 "	3/4 x 52	76.60c	4.60 (con't.)	

BASCHE-SAGE HARDWARE CO.
WHOLESALE AND RETAIL
HARDWARE, RANCH AND MINING SUPPLIES
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SHEET METAL WORKERS

BAKER, OREGON.

Aug. 24, 1937

SOLD TO
W. C. White
page #4

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

April 9, 1937 Con'td.					
6 only	3/4 x 54 Mach bolts		79.20c	4.75	
38 "	3/4 x 14		29.92c	11.37	
56 "	3/4 x 16		32.78c	18.36	
20- "	3/4 x 17		34.21c	6.84	
4 "	3/4 x 11		25.65c	1.03	
4 "	3/4 x 13		28.49c	1.14/90.04	
		Less 40%			54.02
184-	3/8 x 9 Galv carg. bolts		8.75c	16.10	
16 "	3/8 x 7 " " "		7.32c	1.17	
8 "	3/8 x 11 " " "		10.25c	.82	
8 "	3/8 x 12 " " "		11.00c	.88/18.97	
		Less 40%			11.38
432-	3/8 Galv cut washers	12	.17		2.04
808-	3/4 " Mal "	85	.14½		12.32
	Galvinizing Bolts				27.29/107.05
April 9, 1937					
25 only	3/4 x 3½ rivets	14#	.07		.98
2 "	2 to 1½ blk reducer		.28		.56
1 "	1½ x 3/4 " bushing		.09		.09/ 1.63
April 10, 1937 NET					
1 sk	Asphalt	100#	2.75		2.75/ 2.75
April 12, 1937					
1 keg	16d com galv nails		6.70		6.70
6 "	30d " " "		6.65		39.90
3 "	3/8 x 8 " spikes		6.75		20.25
1 only	#6 Vermont Taper Reamer		1.30		1.30
7½#	3/4 x 3½ R. H. Rivets		7.00c		.53
6 only	1/2 to 5/8 Blk bush.		3.80c		.23/68.91
April 12, 1937 NET					
1 only	Tank Acetylene X77524	100'	5.35c		5.35/ 5.35

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

HARDWARE, RANCH AND MINING SUPPLIES

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SHEET METAL WORKERS

BAKER, OREGON.

Aug. 24, 1937

SOLD TO

W. C. White
page #5

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

April 13, 1937				
270-	3 x 3/4 Button head rivets)			
520-	2-1/8 x 3/4 Do)			
270-	2-1/4 x 3/4)			
315-	2-3/8 x 3/4)			
110-	2-1/2 x 3/4)722	6.25c	45.13	
20 -	2-5/8 x 3/4)			
50 -	2-3/4 x 3/4)50 - 3			
50 -	3 x 3/4)			
20 -	2-1/4 x 3/4 counter sink head)			
	Telephone & Telegram		2.10/	47.23
April 19, 1937				
60-	3/4 x 3 Rivets 24#	7.00c	1.68	
26#	#15 Blk Annealed wire	6.35c	1,65/	3.33
April 20, 1937				
5#	8d common nails)			
10#	6d " ")	.06	.90	
21 ft.	3/8 Plow steel wire rope	8.44c	1.77/	2.67
April 21, 1937				
2 jts	4" Sgl Hub soil pipe 10'	33.00c	3.30/	3.30
April 22, 1937				
10#	6d common nails)			
2#	4d " ")12#	.07	.84	
1 only	16" Rattan Push broom	.90	.90	
3 only	7/16" cold shuts	.05	.15/	1.89
May 6, 1937				
3 only	#121-7/8 Defiance rip. hammer	.60	1.80	
2 "	16 qt Flaring Galv Pails	.46	.92	
1 only	Mop stick	.12	.12	
1 only	16 oz Mop head	.30	.30	
7½#	12" Spikes	.06	.45/	3.59

BASCHE-SAGE HARDWARE CO.
WHOLESALE AND RETAIL
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SHEET METAL WORKERS

BAKER, OREGON.

Aug. 24, 1937

SOLD TO

W. C. White
page #6

TERMS

INTEREST CHARGED ON ALL
OVERDUE ACCOUNTS

May 10, 1937					
10#	3/4" cut washers		.10		1.00
16-	3/4 x 12 Mach bolts		27.06c	4.33	
8 -	3/4 x 16 " "		32.78c	2.62	
12-	3/4 x 18 " "		35.64c	4.28	
8 -	3/4 x 20 " "		38.50c	3.08/14.31	
		Less 40%			8.59
38-	3/4" Mal Washers	31#	.10		3.10
1 only	3/8" Auger Bit		.25		.25
1 only	Wire brush #1761		.20		.20
1 only	3/8" Car bit		.60		.60/13.74
May 8, 1937 NET					
1000#	Asphalt H.M.P.		2.75c		27.50/27.50
May 11, 1937					
1 gal	Turpentine & can		1.12		1.12
1 box	35 M Alligator Lace		3.40		
		Less 60%			1.36
1/2 box	25 F Alligator Lacr		2.50	1.25	
		Less 55%			.56
1 box	115 Bristols Lace		1.93		1.93/ 4.97
May 12, 1937					
9 only	3/4 x 21 Mach bolt		39.93c	3.59	
24 "	3/4 x 17 " "		34.21c	8.21	
2 "	3/4 x 13 " "		28.49c	.57/12.37	
		Less 40%			7.41
1 only	4" Fala Paint brush		1.85		1.85
1 only	4" #1000 " "		1.60		1.60/10.86
May 12, 1937 CREDIT MEMEO					
15 only	3/4 x 18 Mach bolts		35.64c	5.35	
		Less 40%			3.21
May 13, 1937					
5 kegs	30d Galv nails		6.90		34.50/34.50

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

HARDWARE, RANCH AND MINING SUPPLIES

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BAKER, OREGON.

Aug. 24, 1937

SOLD TO

W. C. White
page #7

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

May 14, 1937					
1 only	#7 Crow White Wash brush	.80		.80	
1 only	Rubbing Brick	.95		.95	
12 only	3/4 Mal Washers 7¼#	.10		.72	
1 gal	Boiled Linseed Oil less can	1.11		1.11	
30-	3/8 x 9 carg. bolts	8.75c	2.63		
	Less 40%			1.58	
5#	1/8 #1 Rod	.21		1.05	
1#	3/16 #1 Rod	.20		.20	
14-	3/4" Mal. Washers	.10		1.40/	7.81
May 15, 1937					
1/4#	3/8" cut washers	.12		.03	
1#	1/2" " "	.10		.10	
1 only	#45 Painting Trowell	.50		.50	
140-	3/4" Galv Mal Washers 58#	14.50c		8.41	
	Telegram			.67/	9.71
May 19, 1937					
1 only	7" Crow White Wash Brush	.80		.80	
4#	Putty	.10		.40	
100-	3/4" Mal. Washers 35#	.10		3.50/	4.70
May 24, 1937					
2 only	3/4 x 21 Mach bolts	39.93c	.80		
	Less 40%			.48/	.48
May 24, 1937 NET					
1 only	Tank Oxygen K 280087	6.00		6.00/	6.00
May 25, 1937 NET					
1 only	tank Acetylene X7188 95'	5.35c		5.08	
1 only	1 x close blk nipple	.05		.05	
1 only	1½ x 1 " bushing	.10		.10/	5.23
May 27, 1937 NET					
	Demurrage K-125958 &WC77624 42	.02		.84/	.84

BASCHE-SAGE HARDWARE CO.
WHOLESALE AND RETAIL
HARDWARE, RANCH AND MINING SUPPLIES
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SHEET METAL WORKERS

BAKER, OREGON,

Aug. 24, 1937

SOLD TO

W. C. White
page #8

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

May 28, 1937					
2 only	½ pt Lamp black in oil	.25		.50	
20 only	5/8 x 1½ Mach bolts	9.46c	1.89		
10 only	5/8 x 2 " "	10.00c	1.00/2.89		
	Less 40%			1.73/	2.23
Feb. 27, 1937					
100-	3/8 x 4 Mach bolts	4.51c			
	Less 60%			1.80	
2¼#	3/8 cut washers	.12		.25	
2 only	3/4 Brass Hosenipples Male	.20		.40	
3 only	3/4 " " " female & M	.20		.60	
3 only	3/4 Female hose couplings	.10		.30	
1 only	5/8 Manila rope clamp	.10		.10	
1 only	3/4" Brass Steam valve #250	1.70		1.70	
1 only	019 Black Hawk sockets	.40			
	Less 33-1/3%			.27	
1 only	Norwich Hammer	.65		.65	
1 only	Kelley "	1.00		1.00	
1 only	Alu.m. Level #318-24"	1.55		1.55/	8.62
June 1, 1937	CREDIT MEMO				
2 kegs	30d galv. nails	6.90		13.80	
65#	30d " "	6.90c		4.49	
12#	3/4 Mal Washers 12#	@10		1.20	
5 only	3/4 x 20 Mach bolts	38.50c	1.93		
7 "	3/4 x 18 " "	35.64c	2.49		
1 "	3/4 x 12 " "	27.06c	.27/4.69		
	Less 40%			2.81	
				22.30	
	Less handling charge			2.23/	20.07
	Total charges			$494.61	$23.28
	Less C/M			23.28	
	Total Due			$471.33	

#1940

RECEIVED
OCT 13 1937
FOR FILING
101-1001

October 6, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 1 with attached copies of notice of claim which has been filed by Basche Sage Hardware Company against the bond taken from W. C. White in connection with State Highway Commission Contract No. 1940 which was awarded to W. C. White for bridge construction over the Powder River on the Miles Bridge Section of the Medical Springs Highway in Baker County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

AM

Secretary

October 6, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon.

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising of the claim of the Basche Sage Hardware Company against the bond furnished by W. C. White in connection with State Highway Commission Contract No. 1940 covering construction of a bridge over Powder River on the Miles Bridge Section of the Medical Springs Highway in Baker County. This claim amounts to $471.33 and represents materials furnished the contractor.

This information is given you inasmuch as you appear as surety on the bond involved. A copy of the claim is attached.

Very truly yours,

Secretary

AM
cc - W. C. White
Vale, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

1920

October 1, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Basche Sage Hardware Company for $471.33 a gainst the bond taken from W.C.White, principal, and Great American Indemnity Company, surety, for work on the Medical Springs secondary highway in Baker County, which was received from Hallock, Donald & Banta, Attorneys, Baker, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

Answer as usual

COPY

Baker, Oregon,
September 30, 1937

To: State of Oregon and Oregon State Highway Commission
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Basche Sage Hardware Company, a corporation, organized, existing and doing business under and by virtue of the laws of the State of Oregon, with its principal office and place of business in the City of Baker, Baker County, Oregon, has a claim for materials furnished, including hardware and construction materials, in the sum of four hundred seventy-one and 33/100 dollars against the bond taken from W. C. White, as contractor, and Great American Indemnity Company, as surety, for the work of construction of a bridge over Powder River, and .18 miles of grading and surfacing on the Medical Springs secondary high-way, in Baker County, Oregon.

BASCHE SAGE HARDWARE COMPANY

By F. S. Basche
Secretary

(SEAL)

Endorsed: File No. 2696
Filed October1, 1937
EARL SNELL
Secretary of State

RECEIVED
SEP 14 1937
FOR FILING

101-1001

September 13, 1937

Mr. W. F. Tobey
Acting State Engineer Inspector
400 Failing Building
Portland, Oregon

Dear Sir:

This will advise that we have received from Washington, D. C., Check No. 18939 in the amount of $5,193.00, made payable to the State Highway Commission, covering the Federal cooperative share of the Miles Bridge PWA project in Baker County. This information replies to your letter of September 9th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/ME

cc Mr. C. B. Gardner

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS
INSPECTION DIVISION

RECEIVED
SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

400 Failing Building
Portland, Oregon
September 9, 1937

IN REPLY PLEASE REFER TO
INSPECTION: HLW
DOCKET Ore. 1191-D
Miles Bridge
Baker County, Ore.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Information received in this office from Washington, D. C. indicates that under date of September 1, 1937 check No. 18939, in the net amount of $5,193.00, was drawn in favor of State Highway Commission, to cover first and final requisition for Federal funds.

If the check is not received within the next few days please inform this office in order that we may investigate the delay.

Yours very truly,

W. F. Tobey

W. F. Tobey
Acting State Engineer Inspector
(Oregon)

2 cc: Director, Inspection Division

#1940

RECEIVED
AUG 20 1937
FOR FILING
101-1001

August 18, 1937

Basche-Sage Hardware Company,
Baker, Oregon.

Attention: Mr. G. A. French.

Gentlemen:

Reference is made to your letter of August 17th concerning the W. C. White contract in Baker County.

You are advised that this was our No. 1940, for the construction of a bridge over Powder River and 0.180 mile of grading and surfacing on the Medical Springs Secondary Highway. The bond furnished in connection withthis contract was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency who have offices in the Failing Bldg., Portland, are resident agents.

The above contract was completed May 28, 1937 and was accepted by the Highway Commission on June 4, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary/

Dict. by J. McFarland.

B S

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

SHELF AND HEAVY HARDWARE

AUTOMOTIVE, FARM, PLUMBING, MINE
AND MILL SUPPLIES

BAKER, OREGON,
August 17, 1937

RECEIVED
AUG 18 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have an account against W. C. White who had a highway job building a bridge across Powder river on the Baker-Medical Springs highway.

Please advise us the Bond Company holding his bond, as we want to file a claim.

Very truly yours,

BASCHE SAGE HARDWARE COMPANY

G. A. French

G. A. French

GAF:ES

REFERRED TO
BY SECRETARY

Please prepare answer

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUN 21 1937
FOR FILING
101-1001

NOTED
O. B. McCullough

June 18, 1937

Mr. C. C. Hockley
State Director
Public Works Administration
808 Failing Building
Portland, Oregon

Dear Sir:

Construction work on the Miles Bridge Section of the Medical Springs Secondary Highway P.W.A. Docket No. 1191-D was completed on May 26, 1937, and accepted by the Highway Commission at their meeting of June 4, 1937, and final payment to the contractor was authorized at the same time.

The project was constructed, with two exceptions, in accordance with the plans and specifications previously approved by your office. The two changes from the original plans are: (1) footing elevations were lowered wherever necessary to secure suitable bearing, and (2) the width of the roadway slab on the steel span was revised in order that the curb lines would match with the curb lines of the approach. Prints of Drawing No. 6009 are attached whereon we have indicated the final footing elevations and prints of Drawing No. 6102 are attached indicating the changes to the roadway width on the steel span.

Final Cost of the project is as follows:

I. Preliminary

In our application we indicated a cost of $260.00 to cover preliminary surveys and foundation investigations. The cost of the preliminary surveys is not included in this report in view of the fact that a large section of the highway was surveyed and it would be impossible to segregate the costs chargeable to the Miles Bridge Section. Only the cost of advertising for bids in the amount of $87.70 is charged to this account.

II. Right of Way

No right of way was required for the construction of the bridge or roadway, the existing right of way being sufficient. There was, however, an expenditure of $99.75 to cover the cost of a borrow pit site from which the roadway embankment material was secured. This is classified as a miscellaneous charge.

III. Construction (All by Contract)

	Unit	Price	PW 96 Quantity	PW 96 Amount	Final Quantity	Final Amount
Clearing and Grubbing	All	$200.00	100%	$ 200.00	100%	$ 200.00
Gravel Embankment	C.Y.	0.80	3,000	2,400.00	2,822.8	2,258.24
Salvage Surf. Mat'l.	C.Y.	2.00	250	500.00	135.4	270.80
Office for Engineer	All	100.00	100%	100.00	100%	100.00
Structural Excavation	C.Y.	1.00	200	200.00	167.24	167.24
Structural Excav. Below	C.Y.	3.00	10	30.00	50.36	151.08
Treated Lumber	M-FBM	80.00	32	2,560.00	26.631	2,130.48
Untreated Lumber	M-FBM	75.00	3.5	262.50	8.029	602.18
Cl. "B" Conc.	C.Y.	25.00	75	1,875.00	74.38	1,859.50
Cl. "D" Conc.	C.Y.	25.00	40	1,000.00	35.63	890.75
Metal Reinf.	Lb.	0.10	14,000	1,400.00	16,179	1,617.90
Str. Steel	Lb.	0.20	1,800	360.00	1,802	360.40
Erect Steel Span	All	900.00	100%	900.00	100%	900.00
Remove Old Bridge	All	300.00	100%	300.00	100%	300.00
Price Agreement No. 1 Extras on Steel Span						8.13
Price Agreement No. 2 Install Pipe and Place Steps						20.80
Price Agreement No. 3 Cement Adjustment						-14.86
Totals				$12,087.50		$11,822.64

Overruns of authorized quantities and amounts are as follows:

Excavation below Elevation	40.36 C.Y. at $3.00	$121.08
Untreated Lumber	4.529 M-FBM at $75.00	339.68
Metal Reinforcement	2179. Lb. at 10¢	217.90
Structural Steel	2. Lb. at 20¢	0.40
P.A. No. 1 -- Extras on Steel Span		8.13
P.A. No. 2 -- Install Pipe and Place Steps		20.80
Cement Adjustment		-14.86

Lowering footing elevations accounts for the overrun of "Excavation below Elevation Shown" and for "Metal Reinforcement". The extra concrete required by this change is not set out, as the total concrete incorporated in the structure did not exceed the authorized amount.

The overrun of "Untreated Lumber" is explained as an error in segregating the quantities of treated and untreated lumber in the bid quantities. The total of the two types of lumber incorporated in the structure checks very closely with the total estimated for both types. All lumber was furnished and placed as called for by the approved plans and specifications.

No explanation is offered for the slight overrun of structural steel.

The work ordered on Price Agreement No. 1 (attached) represents miscellaneous work on the steel span that should be done by the contractor who dismantled the span at its original location. Your approval of including this cost in the grant base will not be requested.

The work ordered on Price Agreement No. 2 attached represents work on items not included in the original contract but were necessary to fully complete the project, and we request your approval of including the same in the grant base.

Price Agreement No. 3 attached represents the cement adjustment made under authority given in Article 3046 of the standard specifications.

IV. Engineering

Salaries and Industrial Insurance	$1,082.58
Engineers' Travel Expense	17.75
Supplies	22.96
Equipment Rental, Operation, and Purchase	232.26
Miscellaneous Postage and Express	31.55
Telephone Service	7.60
Inspection of treated Lumber	33.16
Misc. Metal Reinf. and Conc. Aggregate and Cyl. Tests	39.75
Total Engineering	$1,467.61

V. Legal, etc.

No Charges.

VI. Interest During Construction.

No Charges.

VII. Miscellaneous.

See Account II. $99.75

A summary of the total cost of the project is as follows:

I.	Preliminary	$ 87.70
II.	Lands, etc.	- -
III.	Construction	11,822.64
IV.	Engineering	1,467.61
V.	Legal	- -
VI.	Interest	- -
VII.	Miscellaneous	99.75
	Total	$13,477.70

Please consider this letter our request for your approval of the physical changes made in the structure and also of the revised financial status of the job. Our request for grant will be limited to the amount of the offer.

May we have your early consideration of this request as we would like to prepare our grant request as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Attached
cc: J. F. Menger
J. M. Devers
R. H. Baldock
J. E. Donaldson

REFERRED TO

By Asst. State Highway Engineer

#1940

RECEIVED
JUN 18 1937
FOR FILING
[illegible]

June 17, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1940 for the construction of a bridge over Powder River on the Medical Springs Secondary Highway in Baker County, has been completed by the contractor, W. C. White, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 26, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,822.64 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUN 17 1937
FOR FILING
121-122

June 11, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Attached find Price Agreements 1 and 3 for the Miles Bridge contract No. 1940 for your approval. Price Agreement No. 1 was revised from its original make-up as the amount of work done was less than shown on the original.

Very truly yours,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Office Engineer

CAG DK
Att.

#1940

FORM 2-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 3 1937
FOR FILING

101-1001

June 1, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Construction work on the Miles Bridge Section of the Medical Springs Highway, Bridge No. 2314, Contract 1940, was completed May 28, 1937, W. C. White, contractor. Please secure authorization from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG DK
cc W. A. Reeves
Office Engineer
R. Rosecrans

APPROVED BY HIGHWAY COMMISSION
DATE June 4, 1937
Secretary

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 21 1937
FOR FILING

101-1001

April 19, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
APR 20 1937
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I am enclosing herewith Price Agreement #1 and #2 on the Milus Bridge Section, Medical Springs Secondary Highway.

Price Agreement #1 covers work of replacing a lower chord member, which was rejected due to the condition in which the steel span was delivered at the site.

Price Agreement #2 covers the installation of a culvert pipe under a road approach and construction of a concrete steps to adjoining residence property.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
H. G. Smith

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR

508 Failing Building
Portland, Oregon
January 27, 1937

RECEIVED
JAN 28 1937
LEGAL DEP'T

IN REPLY PLEASE REFER TO
LEGAL - RF:cm
Bridge
Medical Springs Highway
Docket No.Oreg.1191-R

Mr. J. M. Devers, Attorney
State Highway Commission
Salem, Oregon

Dear Sir:

We have your letter of January 26, with reference to deposit of funds for the above project with the State Treasurer instead of with a bank as ordinarily required.

This regulation has uniformly been waived by the Central Office for all state projects and, when submitting the first requisition, a letter should be obtained from the State Treasurer stating that he will accept deposits for the project. This letter will be sent in with the requisition with the explanation that it is submitted in lieu of the letter ordinarily required to be signed by a bank, and we are satisfied that the State Treasurer will be approved as the official depositary.

Yours very truly,

C. C. Hockley
State Director (Oregon)

For the Administrator

By Edward C. Kelly
Chief Counsel (Oregon)

January 26, 1937

Mr. C. C. Hockley, State Director,
Public Works Administration,
Failing Building,
Portland, Oregon.

Re: Docket No. 1181-R
Bridge on Medical Springs
Highway

Dear Mr. Hockley:

The State of Oregon applied for and has been granted by the Administration a grant of funds to aid in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way therefor, on Medical Springs Secondary Highway in Baker County.

The application was granted and the funds are to be made available subject to the rules and regulations (PWA Form 210,) among which regulations is regulation 5 on page 7 of said form, which provides that the applicant shall deposit the grant funds in a bank or banks which are members of the Federal Deposit Insurance Corporation and of the Federal Reserve System and which shall be satisfactory at all times to the administrator.

The applicant hereby respectfully requests that said regulation and provision be waived and that the applicant be permitted to deposit the funds with the State Treasurer, which is the statutory depository for all funds under the control and supervision of the Highway Commission. You are respectfully requested to pass this request on to the Public Works Administrator for consideration and approval.

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. Paxson
J. E. Donaldson
R. H. Baldock

FORM 5-E-1 5M 9-33

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 13 1937
FOR FILING
101-1001

January 11, 1937

Mr. W. S. White
Vale, Oregon.

Dear Sir:

In my letter to you of January 9, concerning substitution of Oregon cement for Sun cement, I was in error in advising you that the price for Oregon cement at Baker would be the same as the price of Sun cement at Lime. The Oregon Portland Cement Company have agreed to furnish the Oregon brand cement at Baker at the same price that Sun cement would be at Baker.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

NOTED
State Highway Engineer

cc Mr. Knappenberger
Mr. Baldock ✓
Mr. Edwards

RECEIVED
JAN 12 1937
FOR FILING

101-1001

OREGON STATE HIGHWAY COMMISSION

January 11, 1937

Mr. W. C. White
Vale, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1948 awarded to you on December 17, 1936, for the construction of a bridge, grading and surfacing, on the Miles Bridge Section of the Medical Springs Secondary Highway in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FORM 5-E-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 11 1937
FOR FILING

101-1001

January 11, 1937

Mr. H. B. Glaisyer
Secretary
Office

Re: Contract No. 1940

Dear Sir:

Attached are four executed copies of the contract for the construction of the Miles Bridge Section of the Medical Springs Secondary Highway in Baker County which have been approved by C. C. Hockley.

Attached to the copy marked "Office Copy" is an approved set of plans.

Very truly yours

G. S. Paxson
Acting Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG LD
Attached

NOTED

FORM 9-E-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 11 1937
FOR FILING

101-1001

January 9, 1937

NOTED
State Highway Engineer

Mr. W. C. White
Vale
Oregon

Dear Sir:

We have your letter of January 8 stating that it is your intention to purchase your cement at Lime, Oregon.

We wish to try out a cement of a different character in that part of the country. The Oregon Portland Cement Company, which own and operate both the plant at Lime and the plant at Oswego, will cooperate with us and will furnish Oregon Brand cement made at Oswego, f.o.b. cars at Baker, at the same price as will be quoted for Sun Brand cement f.o.b. plant at Lime. This will result in considerable less haul for you and I am assuming that this arrangement will be satisfactory.

If you have any objection to the above, please advise.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

GSP LD

cc Mr. Knappenberger
Oregon Portland Cement Co.

R. H. Baldock ✓
Tom Edwards

January 2, 1937

Mr. G. S. Paxson,

Office.

Dear Sir:

I have just examined the insurance policy No. 45550 written by the United States Fidelity & Guaranty Company of Baltimore, Maryland, and offered in satisfaction of provision (b) on page 8 of General Conditions in the contract for the construction of a bridge and the grading and surfacing of approaches on the Miles Bridge Section of the Medical Springs Highway in Baker County, and I return the same with the following objections:

The provision of the contract calling for the Public Liability and Property Damage Insurance provides that such insurance shall cover not only the acts of the contractor but any subcontractor or anyone directly or indirectly employed by either of them. The policy under the topic "the foregoing agreements are subject to the following conditions:" gives subdivision (1) under condition (a), which provides that the policy does not cover injuries or death caused by "any person employed by the assured contrary to law as to age of employment". Subdivision (6) provides that the policy does not cover injuries or death "caused by reason of any work sublet by the assured".

Both of these limitations it appears to me disqualify the policy under the provisions of the contract to which I have referred.

Yours very truly,

J. M. DEVERS

JMD:PW

Cross Referenced To Copy filed
12-1203

PACIFIC DEPARTMENT

RECEIVED
JAN 5 1937
FOR FILING

10 1 1001

RECEIVED
JAN 2 1937
OREGON
STATE HIGHWAY COMMISSION

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

JEROME LEWIS & CO.
GENERAL AGENTS
16 CLOGG BUILDING
PHONE 4544

YAKIMA, WASHINGTON

December 31, 1936

Mr. Walter C. White
P. O. Box
Vale, Oregon

Dear Mr. White:

We sent your bonds for the two jobs in Baker and Harney Counties to Mr. Wells in Portland Tuesday to be countersigned and forwarded to the Highway Department. We called him long distance this morning and he advised that he was mailing them at noon today to the Highway Department at Salem.

Yours very truly,
Jerome Lewis
Jerome Lewis

[illegible]

Copy to
State Highway Dept.
Salem, Oregon.

Harry Wells Ins agcy

FORM 2-2-1 5M 2-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 4 1937
FOR FILING

101-1001

December 30, 1936.

Mr. C. C. Hockley
State Director, P.W.A.,
506 Failing Building
Portland, Oregon.

NOTED
State Highway Engineer

Dear Sir:

Re: Niles Bridge Project - Docket 1191.

Contracts ready for signature were sent to W. C. White at Vale, the low bidder, on December 22nd.

At the bottom of Page 4 of the proposal form, under paragraph headed "Execution of Contract", it is provided that the contractor shall furnish us with a surety bond which is a part of the contract, within ten days, not including Sundays, from the date of receipt of the contract.

Assuming that this was received on December 23, and taking out Sundays and holidays, we should have these documents back on or before January fifth. As soon as they are received they will be executed by the Commission and copy delivered to you.

We have already received from Mr. White a copy of his insurance which is now being examined by our Attorney.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Acting Bridge Engineer

GSP:AP

cc R. H. Baldock

FORM 8-8-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 23 1936
FOR FILING

101-1001

December 22, 1936

Mr. W. C. White
Vale
Oregon

Dear Sir:

Under separate cover we are sending you four copies of contract covering the construction of the Miles Bridge and the grading and surfacing of the approaches thereto. These are for your execution and the execution of the surety company. Please return all copies to this office immediately after all signatures are complete.

We wish to call your attention to the item of contractor's insurance as set out on page 3 of the General Conditions of this contract. Paragraph (b) requires Public Liability and Property Damage insurance. One copy of the policies and six copies of a certificate covering the policies should be submitted with the executed contracts.

In reference to Paragraph (a), this contract requires that you contribute to the State Industrial Accident Commission for compensation insurance. We will contact the Accident Commission in this office and secure a certificate of this insurance.

Very truly yours

R. H. Baldock
State Highway Engineer

By
G. S. Paxson
Acting Bridge Engineer

NOTED
H. B. GLAISYER

GAG LD

cc H. B. Glaisyer ✓

RECEIVED
[illegible] 19 1936
FOR FILING

101-1001

December 18, 1936

Mr. W. C. White,
Vale, Oregon

Dear Sir:

The State Highway Commission awarded to you yesterday, December 17, the contract covering the construction of a bridge and approaches thereto on the Giles Bridge Section of the Medical Springs Secondary Highway in Baker County. This award was based on your bid of $12,087.50 which was the low bid submitted for this job.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC
cc - Bridge Dept.

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR
Portland, Oregon
December 14, 1936.

RECEIVED
DEC 15 1936
LEGAL DEPT

IN REPLY PLEASE REFER TO
LEGAL - RF:B
Bridge on Medical
Springs Highway
Docket Oreg. 1191-D

Mr. J. W. DeSouza,
Assistant Attorney
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. DeSouza;

We have your letter of December 11, enclosing in triplicate waiver and consent of Commissioner Aldrich in connection with the acceptance proceedings under the above project.

The record is now complete and is being forwarded to the Central Office at Washington today.

Very truly yours,

C. C. HOCKLEY,
State Director

For the Administrator

By Edward C. Kelly
Chief Counsel (Oregon)

December 11, 1936

Mr. C. C. Hockley, State Director,
Federal Emergency Administration
of Public Works,
500 Failing Building,
Portland, Oregon.

Legal - [illegible]
Bridge on Medical Springs
Highway Oreg. 1191-R

Attention Mr. E. C. Kelly,
Chief Counsel

Dear Sir:

In accordance with previous correspondence, we hand you herewith three copies of certificate by E. B. Aldrich, member of the Oregon State Highway Commission, in which Mr. Aldrich ratifies and approves of the action of the State Highway Commission at a meeting held at 4:30 P. M. in the Oriental Room of the Osburn Hotel in the City of Eugene on December 1st, by which action the Commission adopted the resolution relative to bridge and approaches on the Medical Springs Secondary Highway in Baker County.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer

STATE OF OREGON,)
) ss.
COUNTY OF UMATILLA,)

I, E. B. Aldrich, hereby certify:

1. That I now am on the 10th day of December, 1936, and prior thereto was, a duly appointed, qualified and acting Commissioner of the State Highway Commission of the State of Oregon;

2. That I had proper notice of a special meeting of the State Highway Commission of the State of Oregon to be held December 1, 1936, at 4:30 P. M. in the Oriental Room of the Osburn Hotel in the City of Eugene, County of Lane, State of Oregon, but that I was personally unable to be present;

3. That I am advised of and am familiar with a resolution adopted by the State Highway Commission at the said time and place relative to the acceptance of an offer of the United States of America to aid by way of grant in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way therefor, on the Medical Springs Secondary Highway in Baker County, which said resolution was entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of a Bridge and Approach Roads Thereto, Including the Acquisition of Necessary Lands and Rights of Way Therefor, on Medical Springs Secondary Highway in Baker County".

4. That the said resolution and act of the State Highway Commission of the State of Oregon in adopting the same meets with my full and complete approval the same as though I had been personally present, and had I been personally present at the said meeting I would have voted affirmatively for the adoption of the said resolution.

Dated this 10th day of December, 1936.

E B Aldrich
As Commissioner

December 9, 1936

Mr. E. B. Aldrich,
State Highway Commissioner,
Pendleton, Oregon.

Dear Sir:

Mr. C. C. Hockley, by communication from Edward C. Kelly, Chief Counsel for the Public Works Administration, has raised some question as to your absence from the meeting of the State Highway Commission held at 4:30 P. M., December first in the Oriental Room of the Osburn Hotel in Eugene, Oregon, with reference to the adoption of a resolution relative to bridge and approach roads on the Medical Springs Secondary Highway in Baker County, and has requested that you execute a waiver and consent to be forwarded to Mr. Hockley's office so that the record may be complete.

In accordance with such request we have prepared a form covering the same and are inclosing herewith five copies for your signature. Three copies will be forwarded to Mr. Hockley and the other two are for our records.

We trust that you will find the form satisfactory and that it will meet with your approval. As you know Mr. Devers is absent at the present time and I am taking the liberty of handling the matter rather than to hold it until he returns.

We do not know whether you have been furnished an extract of the minutes covering the matter in question, and for your information a copy thereof is inclosed.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWDe:PW
Inc.

cc R. H. Baldock
H. B. Glaisyer

December 9, 1936

Mr. C. C. Hockley, State Director,
Federal Emergency Administration
of Public Works,
506 Failing Building,
Portland, Oregon.

Legal - MF:em
Bridge on Medical Springs
Highway Oreg. 1191-R

Attention: E. C. Kelly,
Chief Counsel.

Dear Sir:

In accordance with your letter of the eighth instant we have prepared and are forwarding to Mr. Aldrich for his signature a certificate and release relative to the action of the Commission in adopting the resolution on the above file.

As soon as they are returned three executed copies will be forwarded to you.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWDe:FW

cc R. H. Baldock
H. B. Glaisyer

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR

Portland, Oregon
December 8, 1936

RECEIVED
DEC 9 1936
LEGAL DEP'T

IN REPLY PLEASE REFER TO

LEGAL - RF:B
Bridge on Medical
Springs Highway
Docket No.Oreg.1191-R

Mr. J. W. DeSouza,
Assistant Attorney
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. DeSouza:

We have your letter of December 7 with reference to the proceedings had for the acceptance of the offer of the Government to assist in financing the above project, and note your reference to the statute which provides that a majority of the commissioners shall constitute a quorum to transact business and the act or decision of any two of the commissioners shall be deemed the act or decision of the commission.

It is not clear that this provision makes notice of special meetings unnecessary and we prefer to have on file a waiver signed by the absent commissioner.

Please forward all correspondence relative to legal matters to this office in duplicate.

Very truly yours,

C. C. HOCKLEY,
State Director

For the Administrator

By Edward C. Kely
Chief Counsel (Oregon)

December 7, 1936

Mr. C. C. Hockley, State Director,
Federal Emergency Administration
of Public Works,
508 Failing Building,
Portland, Oregon.

Legal - EF:cm
Bridge on Medical Springs
Highway Oreg. 1191-R

Attention: E. C. Kelly,
Chief Counsel.

Dear Sir:

We have your letter of the fourth instant, Docket 1191-R, in which you call attention to the fact that you find that some of the proceedings were had at a special meeting of the State Highway Commission at which Commissioner Aldrich was absent.

We call your attention to Section 44-109, Oregon Code 1930, relative to organization of the State Highway Commission, a part of which reads as follows: "A majority of the commissioners shall constitute a quorum to transact business, and the act or decision of any two of the commissioners shall be deemed the act or decision of the commission."

There is no question in our minds but that the act and decisions of Chairman Cabell and Commissioner Von Velle at the meeting in question constituted the legal and binding acts and decisions of the State Highway Commission, but would like to ask whether or not, in view of this particular statutory provision, you still desire a waiver and consent from Mr. Aldrich.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:FW

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR
508 Failing Building
Portland, Oregon
December 4, 1936

RECEIVED
DEC 7 1936
LEGAL DEPT

IN REPLY PLEASE REFER TO
Legal - RF:cm
Bridge on Medical
Springs Highway
Oreg. 1191-R

Mr. J. M. Devers, Attorney
State Highway Commission
Salem, Oregon

Dear Mr. Devers:

We have yours of December 3, enclosing proceedings in triplicate for the acceptance of the offer of the Government to assist in financing the above project, and upon examining same find that the proceedings were had at a special meeting of the State Highway Commission with one member absent.

Will you kindly secure from Commissioner Aldrich, the absent member, a waiver and consent, in triplicate, and forward same to this office so that the record may be complete. The proceedings are otherwise sufficient and we will hold the same awaiting receipt of the waiver and consent.

Yours very truly,

C. C. Hockley
State Director (Oregon)

For the Administrator

By Edward C. Kelly
Chief Counsel (Oregon)

December 8, 1936

Mr. C. C. Hockley,
State Engineer for Oregon,
Public Works Administration,
Failing Building,
Portland, Oregon.

Docket No. Oreg. 1191-R
Bridge on Medical Springs Highway.

Dear Sir:

Inclosed you will find the original and two copies of the resolution and record of the Commission with respect to the acceptance of the Government's offer to aid by way of grant in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way on the Medical Springs Secondary Highway in Baker County.

Will you please give to this matter your usual prompt and courteous attention?

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc J. E. Donaldson
G. E. Paxson

Eugene, Oregon, December 1, 1936.

The Oregon State Highway Commission met in special session at 4:30 o'clock p. m. in Oriental Room of the Osburr Hotel.

The meeting was called to order by the Chairman, Henry F. Cabell, and on roll call the following members of the Commission, constituting a majority, answered present: Henry F. Cabell, and F. L. Tou Velle, the other member of the Commission, E. B. Aldrich, being absent on account of illness. There were present also the following: R. H. Baldock, State Highway Engineer, J. M. Devers, Assistant Attorney General for Oregon and Attorney for the State Highway Commission, and H. B. Glaisyer, Secretary to the Highway Commission.

* * * * *

After discussion of the offer of the United States of America to aid by way of grant in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way therefor, on Medical Springs Secondary Highway in Baker County, the following resolution entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of a Bridge and Approach Roads Thereto, Including the Acquisition of Necessary Lands and Rights of Way Therefor, on Medical Springs Secondary Highway in Baker County" was proposed by Commissioner Tou Velle and read in full:

RESOLUTION NO. 1

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF A BRIDGE AND APPROACH ROADS THERETO, INCLUDING THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR, ON MEDICAL SPRINGS SECONDARY HIGHWAY IN BAKER COUNTY.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights of way therefor, on Medical Springs Secondary Highway in Baker County, a copy of which offer reads as follows:

"P. W. 68961-38

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Nov. 24, 1938
Docket No. Oreg. 1191-D.

"State Highway Commission
of the State of Oregon

Salem, Oregon.

Subject to the Terms and Conditions (PWA Form No. 210, July 1, 1938) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights-of-way therefor, on Medical Springs Secondary Highway in Baker County (herein called the 'Project') by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $5,195.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By E. W. CLARK
For the Assistant Administrator."

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all the rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that work on the project described in the Offer will be commenced as soon as possible and that the progress of the work will be planned so that the project will be completed in any event by July 1, 1937.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon, be and he is hereby authorised and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

Henry F. Cabell
Chairman

F L TouVelle
Commissioner

The above resolution was seconded by Commissioner Cabell and was unanimously adopted. The Chairman of the Commission thereupon declared said resolution carried and a majority of the members of the Commission thereupon signed said resolution in approval thereof.

STATE OF OREGON,)
} ss.
COUNTY OF MARION,)

I, H. B. GLAISYER, the duly elected, qualified and acting Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the extracts of the minutes of a special meeting of the Commission held on the first day of December, 1936, is a true, correct and compared copy of the original minutes of said meeting on file and of record, and I do further certify that the copy of the resolution appearing in such minutes entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of a Bridge and Approach Roads Thereto, Including the Acquisition of Necessary Lands and Rights of Way Therefor, on Medical Springs Secondary Highway in Baker County" is a true, correct and compared copy of the original resolution adopted at such meeting, which resolution is on file and of record.

WITNESS my hand and the seal of said Commission this 2nd day of December, 1936.

H B Glaisyer
Secretary
Oregon State Highway Commission

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

STATE DIRECTOR
Portland, Oregon
November 28, 1936.

REC
NOV
LEGAL DEP'T

Mr. J. M. Devers, Attorney
State Highway Commission,
Salem, Oregon.

IN REPLY PLEASE REFER TO
State Highway Commission of the
State of Oregon, Salem, Oregon
Docket No. Oreg. 1191-R
Bridge on Medical Springs Highway.

Dear Mr. Devers:

Enclosed is an offer by the United States of America to aid in financing the construction of the above project by making a grant. There are also enclosed:

(1) Two conformed copies of such offer;
(2) Three copies of Terms and Conditions (PWA Form No. 210);
(3) An Acceptance Record Memorandum (PWA Form No. 181);
(4) Three copies of memorandum from the Assistant Administrator relative to covenant to be included in resolution of acceptance.

The Terms and Conditions are a part of the Government's offer and should be carefully read by your governing body before the offer is accepted.

Suggested forms and procedure for accepting the Government's offer will be found in the Acceptance Record Memorandum. The forms must be adapted to the law and the facts in this case. The Acceptance resolution and the minutes relating thereto should be prepared in triplicate and forwarded to the undersigned. The Government is under no obligation to make a grant unless the offer is accepted in a manner satisfactory to the Federal Emergency Administrator of Public Works.

Please refer to the enclosed Terms and Conditions for information as to when a requisition may be filed for grant proceeds. Forms of requisitions for payments on account of the grant and the forms of documents required to accompany such requisitions are available upon request to the undersigned.

Prompt acknowledgment of this letter and enclosures is requested. If anything is not clear or if any difficulties arise, please communicate with us at once.

Sincerely yours,

C. C. HOCKLEY,
State Director (Oregon)

For the Administrator.

ECK:B
Enclosures

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS
WASHINGTON, D. C.

IN REPLY PLEASE REFER TO

NOV 24 1936

To the Applicant:

It is imperative that work on the project covered by the attached Offer be commenced as soon as possible, and that the progress of the work will be planned so that the project will be completed in any event by July 1, 1937. Accordingly, a covenant in the following language must be contained in the resolution or ordinance adopted by the Applicant accepting the Offer:

> "It is hereby covenanted that work on the project described in the Offer will be commenced as soon as possible and that the progress of the work will be planned so that the project will be completed in any event by July 1, 1937."

If for any reason it is impossible to comply with this requirement, the Offer should not be accepted but should be returned immediately to the State Director with a statement of the reasons therefor.

You are further advised, that in case it is possible to covenant as above, the Offer should be accepted not later than ten days from the date of its receipt. Prompt action in this respect is essential if the allotment of funds is to be kept available for the construction of your project.

Sincerely yours,

Horatio B Hackett

HORATIO B. HACKETT
Assistant Administrator

P. W. 63961-32

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

Washington, D. C.,

Dated: NOV 24 1936

Docket No. Oreg. 1191-D.

State Highway Commission
of the State of Oregon,

Salem, Oregon.

Subject to the Terms and Conditions (PWA Form No. 210, July 1, 1936) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights-of-way therefor, on Medical Springs Secondary Highway in Baker County (herein called the "Project") by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $5,193.

UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By
For the Assistant Administrator.

7.

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS
WASHINGTON, D. C.

NOV 24 1936

To the Applicant:

It is imperative that work on the project covered by the attached Offer be commenced as soon as possible, and that the progress of the work will be planned so that the project will be completed in any event by July 1, 1937. Accordingly, a covenant in the following language must be contained in the resolution or ordinance adopted by the Applicant accepting the Offer:

> "It is hereby covenanted that work on the project described in the Offer will be commenced as soon as possible and that the progress of the work will be planned so that the project will be completed in any event by July 1, 1937."

If for any reason it is impossible to comply with this requirement, the Offer should not be accepted but should be returned immediately to the State Director with a statement of the reasons therefor.

You are further advised, that in case it is possible to covenant as above, the Offer should be accepted not later than ten days from the date of its receipt. Prompt action in this respect is essential if the allotment of funds is to be kept available for the construction of your project.

Sincerely yours,

Horatio B Hackett

HORATIO B. HACKETT
Assistant Administrator

COPY CONFORMED TO
EXECUTED ORIGINAL
Legal Division, P. W. A.
Checked Kirton Date NOV 24 1936

P. W. 63961-32

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

Washington, D. C.,
Dated: NOV 24 1936

Docket No. Oreg. 1191-D.

State Highway Commission
of the State of Oregon,

Salem, Oregon.

Subject to the Terms and Conditions (PWA Form No. 210, July 1, 1936) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a bridge and approach roads thereto, including the acquisition of necessary lands and rights-of-way therefor, on Medical Springs Secondary Highway in Baker County (herein called the "Project") by making a grant to the State Highway Commission of the State of Oregon in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $5,193.

UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

(Sgd.) E. W. Clark
By________________________
For the Assistant Administrator.

CONTRACT # 1941

106-1013 Empire-Marshfield Sec., Empire-Marshfield Secon.

1941

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 3 1937
FOR FILING
106-1013
A

OREGON STATE HIGHWAY COMMISSION

SALEM
August 2, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Victor Coffey,
Resident Engineer,
North Bend, Ore.

Dear Sir:

With further reference to our request for constructed line profile of the Empire-Marshfield project, we are returning to you under separate cover the profile submitted with the final records of this project.

We are also sending direct print of the 100' map which we have in our files. Will you please show the correct construction alignment on the map and also constructed line profile in order that our records will be complete.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock
K. D. Lytle

NOTED

#1941

RECEIVED
JUL 28 1937
FOR FILING
106-1013

July 21,1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1941 for the construction of the Empire-Marshfield Section of the Empire-Marshfield Secondary Highway in Coos County, has been completed by the contractors, Babler Bros. and that final settlement will be made by the State with said contractors for work performed under said contract on or after July 31, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $23,588.93, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM S-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
1937
FOR FILING

106-1613

NOTED
O. B. McCullough

July 19, 1937.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

On the Empire-Marshfield Project the only final records sent in was a straight line profile upon which alignment had been shown in the usual manner. This alignment does not agree with the alignment on our location map of this highway.

Please submit a constructed line map which shows the alignment as now constructed.

We do not have a profile. Please submit a constructed line profile showing the grade line as oiled. It may be necessary to run a level line if the county does not have a constructed line profile.

A constructed line map and profile must be submitted in order to complete our records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

RECEIVED
JUL 9 1937
FOR FILING
106-1013

1941

July 9, 1937

United States Fidelity & Guaranty Company,
O. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros., on Contract No. 1941 for the construction of the Empire-Marshfield Section of the Empire-Marshfield Secondary Highway in Coos County. This payment will be made on or after July 19, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM 2-A-1 10M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

FOR FILING
106-10 13

July 6, 1937

JUL 8 1937
HIGHWAY COMMISSION

NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: S. H. PROBERT

Dear Sir:

I am sending you by railway express today three copies of the semi-final estimate for the Empire-Marshfield section, one straight line map, six copies price agreements numbers 2 and 3, seventeen material receipt books, one sheet of cross sections and two copies of Shell Oil Company's invoices in duplicates.

Very truly yours,

K. D. LYTLE
Division Engineer

By
Raymond Walsh
Division Office Engineer

RW:lc

cc: R. H. Baldock ✓

Form 330—5M—5-36

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 12, 1937

Section Empire-Marshfield

Kind of work Resurfacing and oiling

Highway " " Secondary

Section prefix 106-1013

Contractor Babler Bros.

Contract number 1941

Date of contract December 17, 1936

Date of completion July 31, 1937

Date work started March 9, 1937

Estimated date of completion June 12, 1937

Amount of contract $21,872.00

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $21,872.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $600.00, 3 %

Date project was completed June 12, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Babler Bros. finished spreading prime coat on Sunday.

Placed first lift of oil and 3/4 - 1/2 inch rock on Tuesday.

Maintained and rolled on Wednesday.

Placed Seal coat and 1/2 - 1/4 inch rock on Thursday.

Spreed 1/4 - 0 rock on road and stockpiled excess rock on Firday.

Excess RC 3 and No. 3 road oil was barreled.

A power grader and a 10 ton roller maintained road on Firday and Saturday.

A one man grader with a pull grader attached built up shoulders which were rolled with a 10 ton roller.

One truck and two men built up low spots on shoulders on Saturday.

RECEIVED
JUN 1[illegible] 1937

Signed VHCoffey
V. H. Coffey

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	AINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.86		2.86	
Miles partially completed		"		"	
Miles completed		"		"	
Total estimated quantities		5000 C.Y.		85 Tons	
Estimated quantities moved or placed to date		5022 "		75 "	
Average daily quantities				25 "	
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		19			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	12					3	15
Men and teams							
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons							
Men and tractors Blade	1						1
Roller	1						1

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Clear		
Saturday	Clear		

FORM I-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 30 1937
FOR FILING

106-1013

March 23, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Your Request for additional funds on the Empire-Marshfield job has been approved. The amount of additional funds approved being $874.00. You should have had a copy of the approved order before this date.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H.

CC to
R. H. Baldock ✓

FORM 2-A-1 [illegible]

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 24 1937
FOR FILING

106-1013

March 20th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 22 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

The contractors are working on the Empire-Marshfield job and I would like to have you advise me as soon as possible whether or not the request for additional funds on this job will be granted.

Very truly yours,

E. D. LYTLE
Division Engineer

cc. R. H. Baldock

EDL:AF

FORM 5-A-1 1000 10-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 1 8 1937
FOR FILING

106-1613

March 15th, 1937

In Reply Please
Refer to File No.

RECEIVED
MAR 1 6 1937
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Winter conditions have shown that it is doubtful if we have provided enough rock for the surfacing of the Empire-Marshfield Section.

An estimate of the additional rock required has been made and I would recommend that we increase this item to 5000 cubic yards, which is 900 more than as called for in the contract. This 900 additional yards would cost us $2574.00.

As an offset I believe we could, with safety, eliminate the following items.

Trench Excavation	$120.00
9" Perf. Corr. Iron Pipe	750.00
Rock Backfill	180.00
Sprinkling	250.00
	$1300.00

Using this $1300 as an offset we would require $1274. However the % contingency item amounts to $840.00 and we might use $400 of that amount. An additional authorization of $874 would, I believe, be sufficient and I would recommend that the increase be approved.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. V. H. Coffey

KDL:AF

RECEIVED
JAN 14 1937
FOR FILING

January 12, 1937

Mr. S. H. Probert
Office Engineer
Building

Marshfield-
Empire

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of August 26, 1936, relating to an agreement between the Highway Commission and Coos County. You will note that the County Court agreed to pay $2,000 toward the cost of such improvement. Mr. Baldock would like to know whether or not we have got the $2,000. As I recall the County has assigned $2,000 of the motor vehicle funds but I am not definitely certain as to that.

Very truly yours,

Secretary

HBG:AM

encl.

cc - Mr. Baldock

RECEIVED
JAN 6 1937
FOR FILING

106-1013

January 5, 1937

Babler Bros.
2407 N. W. 28th
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1941 awarded to you on December 17, 1936, for 2.86 miles resurfacing and oiling on the Empire-Marshfield Section of the Empire-Marshfield Secondary Highway in Coos County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

[illegible] Secretary

RECEIVED
JAN 6 1937
FOR FILING
106-1013

January 5, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell
Rainier Bldg, 208 Marion Street
Seattle, Washington

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 1941 which was awarded to Babler Bros. on December 17, 1936, for 2.86 miles resurfacing and oiling on the Empire-Marshfield Section of the Empire-Marshfield Secondary Highway in Coos County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

106-1013

RECEIVED
DEC 19 1936
FOR FILING

x

December 18, 1936

Babler Brothers,
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you yesterday, December 17, the contract covering construction of the Empire-Marshfield Section of the Empire-Marshfield Secondary Highway, in Coos County, based on your low bid of $20,998.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

MC

Secretary

cc - S. H. Probert

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

Sept. 22, 1930

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

NOTED
State Highway Engineer

Dear Sir:

In accordance with your request, I have prepared and am sending herewith the special provisions, estimate of cost, tabulation of quantities and computations for the surfacing and oiling of the Empire-Marshfield Section of the Empire-Marshfield Secondary Highway No. 243.

I have combined the oiling and surfacing in one job but I would like to suggest that in preparing the proposal, the contractor be given the option of bidding separately on the two parts. He could indicate on a special sheet as to whether or not he would accept one part of the work with or without the other part.

My reason for this plan is due to the high price bid for the oiling of these small jobs. If we followed the above plan we could let the surfacing and reject the oiling work if bids were too high and perform that part of the work with our own forces.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

P.S. We are sending by express located line detail map on tracing cloth and profile on tracing paper of the Marshfield-Empire cut-off road. These date were prepared by W. A. Gilbert, County Roadmaster, August 1930. Please send one blue print copy of each to our office and two prints of each to Jos. G. Toole of Coquille.
KDL.

FORM 8-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Coast
Projects
Secondary

September 15th, 1936

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In accordance with the agreement between the Highway Commission and Coos County, please submit plans and specifications for resurfacing and oiling the Marshfield-Empire Secondary Highway #245, the project to extend from the junction with the Cape Arago Secondary Highway to where 14th Street joins Central Avenue in Marshfield, the amount of the project to be $21,000.

The profile and detail or tracing of the constructed line map should be submitted for our records. It is believed that these can be obtained from the County Engineer.

Please submit these at your earliest convenience as it is desired to advertise the job as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

September 14, 1936

Mr/ H. G. Smith
Construction Engineer

BUILDING

Dear Sir:

I am handing you herewith an executed copy of the agreement between the Highway Commission and Coos County, relative to the newly designated Marshfield-Empire Secondary State Highway. This is for your records and files.

Mr. Baldock has asked me to notify you to prepare plans to advertise this job as soon as possible.

Very truly yours,

Secretary

HBG:MBL

cc - R H Baldock
S H Probert

Encl.

FORM D-A-1 2M. 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 4 1936
OREGON
STATE HIGHWAY COMMISSION

Coast
Projects
Secondary

August 3, 1936

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

In response to your request I have made an estimate of the cost of resurfacing and oiling the Marshfield-Empire Road, the same being attached hereto.

An investigation of the present surfacing revealed that it consisted of pit run gravel approximately one inch thick laid on a rather sandy subgrade. The length of the project, by speedometer readings, was 2.8 miles.

The thickness of the new surfacing was figured ~~two~~ 4 inches loose measure, which is as thin as I think should be constructed. The oiling was cut to an O-8 specification which is also as light as I deemed advisable. I would liked to have made the oiling an O-11 but that specification cost $5000 more than the O-8.

Very truly yours,

K. D. LITTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 8-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Coast
Projects
Secondary

July
7th
1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

With reference to your request of June 29 for an estimate of cost of oiling the county road leading from Marshfield northwest towards Empire in Coos County.

This is the road that the County Judge has requested be made a secondary highway. The length of the road is 2.8 miles and an investigation discloses that the depth of the gravel surfacing varies in thickness from one to three inches with an average of two inches. It is used quite extensively as a log hauling road.

If this section is to be oiled, I recommend that it be reditched at an estimated cost of $500 and that, at least, 500 cubic yards to the mile of surfacing materials be added at a cost of $2.50 per cubic yard or a total of $3500. An O-11 specification for the 2.8 miles is estimated to cost $9800 which would make the total improvements to be made cost $13,800.

Respectfully,

J. N. Bishop
J. N. Bishop
Maintenance Engineer

JNB/er

CC H. B. Glaisyer

R

CONTRACT# [redacted] 1942

13-1203 Burns Rock Production, Central
Oregon & John Day-Burns Hwy.

1942

1942

RECEIVED
AUG 25 1938
FOR FILING

13-1282

August 24, 1938

Platt, Henderson, Warner & Cram
Attorneys and Counselors at Law
Porter Building
Portland, Oregon

Attention: Wilber Henderson

Gentlemen:

In reply to your inquiry of August 23, 1938, wish to say that the semi final payment in connection with W. C. White's contract, No. 1942, for furnishing crushed gravel for the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County, was paid to W. C. White on September 24, 1937. The amount of this semi final was $653.09.

Very truly yours,

RBG:AM

Secretary

PLATT, HENDERSON, WARNER & CRAM
ATTORNEYS AND COUNSELORS AT LAW
PORTER BUILDING
PORTLAND, OREGON

ROBERT TREAT PLATT
WILBER HENDERSON
HAROLD J. WARNER
EDWARD T. CRAM

RECEIVED
AUG 24 1938
OREGON
STATE HIGHWAY COMMISSION

August 23, 1938

SUBJECT: W. C. White contract 1942, Sage Hen Creek and Poison Creek Section Central Oregon Highway, Harvey County

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise as to the amount and the date of payment and to whom was made the semi-final payment on this contract.

Very truly yours,

PLATT, HENDERSON, WARNER & CRAM

By Wilber Henderson

WH MW

$653.09
paid Sept 24, 1937
W. C. White.

ANSWERED
H. B. G.

#1942

RECEIVED
FEB 23 1938
FOR FILING
13-12[illegible]

February 18, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 17, enclosing three copies of a notice of claim by Dillman Hardware for $105.66 against the bond taken from W. C. White, principal, and Great American Indemnity Company, surety, for work on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County, being State Highway Commission Contract No. 1942.

We have noted this claim in our records of this job and are today notifying the contractor and his surety of the same, sending them copies of the notice.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 18, 1938

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Dillman Hardware against Contractor W. C. White, as principal, and yourselves, as surety, for lumber furnished in connection with the Sage Hen Creek-Burns and Poison Creek-Burns Section of the Central Oregon and John Day-Burns Highways, in Harney County, being State Highway Commission Contract No. 1942.

Inasmuch as you are the surety named by the contractor on this job, we are enclosing, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - W. C. White
Vale, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 17, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Dillman Hardware for $105.66 against the bond taken from W.C. White, principal, and Great American Indemnity Company, surety, for work on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highway in Harney County, contract No. 1942, which was received from John T.Casey, Attorney, Burns, Oregon, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

COPY

TO OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, Dillman Hardware of Burns, Harney County, Oregon, has a claim for the hereinafter set out materials.

Feb. 16, 1937	— 140	ft. Lumber @ 25.00 per M.	—	3.50
April 17, "	— 145	" " " " "	—	3.60
" 17 "	— 460	" " " " "	—	11.50
" 19 "	— 1942	" " " " "	—	48.55
" 21 "	— 912	" " " " "	—	22.80
" 22 "	— 392	" " " " "	—	9.80
				99.75
		Interest 6% for 9 mo.		5.91
				$ 105.66

in the sum of $105.66 dollars against the bond taken from Mr. W.C. White as principal and the Great American Indemnity Company as surety for Mr. W. C. White's performance of his contract with the Oregon State Highway Commission for furnishing crushed gravel for the Sage Hen Creek-Burns and Poison Creek-Burns section of the Central Oregon and John Day-Burns highway in Harney County, contract number 1942.

DILLMAN HARDWARE

By Chas. E. Dillman
Mgr.

Endorsed: File No. 2773
Filed February 17, 1938
EARL SNELL, Secretary of State

#1942

RECEIVED
FEB 16 1938
FOR FILING

13-12-3

February 15, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your communication of February 14 enclosing three copies of a notice of claim by Union Oil Company of California for $819.45 against the bond taken from W. C. White, principal, and Great American Indemnity Company, surety, for work on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County, being State Highway Commission Contract No. 1942.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

February 15, 1938

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a notice of claim by Union Oil Company of California in the amount of $819.45, against W. C. White, as principal, and yourselves as surety, for materials furnished in connection with work on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County, being State Highway Commission Contract No. 1942.

Inasmuch as you are the surety named by the contractor on this job, we are forwarding to you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MDL

cc - W. C. White
Vale, Oregon

RECEIVED
FEB 15 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 14, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Union Oil Company of California for $819.45 against the bond taken from W.C. White, principal, and Great American Indemnity Company, surety, for work on the Sage Hen Creek-Burns and Poison Creek Burns Section of the Central Oregon and John Day Burns Highways in Harney County, job no. 1942, which was received from Cooney & Kelley, Attorneys, 428 Union Oil Bldg., Los Angeles, California, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM

TO STATE OF OREGON AND TO THE STATE OF OREGON HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, UNION OIL COMPANY OF CALIFORNIA, Claimant, has a claim for materials to-wit: Diesel, gasoline, lubricating oil, grease, and other petroleum products in the sum of $819.45 against the Bond of W. C. WHITE as Principal, and the Great American Indemnity Company as Surety for the work of constructing a highway under that certain contract let by the State of Oregon and/or by the State of Oregon Highway Commission known as Sage Hen Creek-Burns and Poison Creek Burns Section of the Central Oregon and John Day Burns Highways in Harney County, State of Oregon, known as Job No. 1942.

Dated this 8th day of February, 1938.

UNION OIL COMPANY OF CALIFORNIA

By Frank E. Lee

General Credit Manager

Endorsed: File No. 2768
Filed February 14, 1938
EARL SNELL
Secretary of State

#1942

RECEIVED
FEB 16 1938
FOR FILING

19-12-38

February 14, 1938

Messrs. Cooney and Kelley
Attorneys at Law
428 Union Oil Building
Los Angeles, California

Gentlemen:

This acknowledges receipt of your letter of February 9 in which you advise of the claim of the Union Oil Company of California against H. C. White, same being in the amount of $819.45 representing the value of petroleum products furnished Mr. White in connection with his contract No. 1942 with the State Highway Commission for furnishing crushed gravel in stock piles for the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highway, in Harney County, Oregon. I am making a note of your claim in the records of this job and in accordance with the usual practice am notifying the contractor and the surety on his bond that the claim is on file.

According to the Oregon laws, claimants should file their notices with the Secretary of State in order to hold the bond responsible and liable for the payment of the claims subsequent to the expiration of a period of six months from date of completion of the contract and acceptance thereof by the State Highway Commission. No doubt you are familiar with the Oregon Laws on this subject. Nevertheless, for your ready reference, I am inclosing a copy of Chapter 280, Laws of Oregon for 1931, which covers the matter.

Very truly yours,

HBG:AM

Secretary

February 14, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a claim of the Union Oil Company of California in the amount of $519.45 for petroleum products furnished W. C/ White in connection with his contract No. 1942 with the State Highway Commission for furnishing crushed gravel in stock piles for the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County.

This is being sent you inasmuch as you appear surety on the bond furnished by Mr. White in connection with these jobs.

Very truly yours,

HBG:AM

Secretary

cc - W. C. White
Vale, Oregon

WRIGHT M. COONEY
LAWRENCE C. KELLEY
MYRON E. SMITH

TUCKER 7811

COONEY AND KELLEY
ATTORNEYS AT LAW
438 UNION OIL BLDG.
LOS ANGELES, CALIFORNIA

RECEIVED
11 1938
OREGON
STATE HIGHWAY COMMISSION

February 9, 1938

Oregon Highway Commission
Salem
Oregon

SUBJECT: W. C. WHITE IN ACCOUNT WITH
UNION OIL COMPANY OF CALIFORNIA

Gentlemen:

We herewith hand you Notice of Claim against the bond of W. C. White on a state highway that he was constructing, under contract with the Oregon Highway Commission, known as Job No. 1942.

Will you please file this notice of claim and acknowledge receipt of it in the enclosed self addressed stamped envelope.

Yours very truly,

Cooney Kelley

LCK:e

ACKNOWLEDGED
H. B. GLAISYER

NOTICE OF CLAIM

TO STATE OF OREGON AND TO THE STATE OF OREGON HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, UNION OIL COMPANY OF CALIFORNIA, Claimant, has a claim for materials to-wit: Diesel, gasoline, lubricating oil, grease, and other petroleum products in the sum of $819.45 against the Bond of W. C. WHITE as Principal, and the Great American Indemnity Company as Surety for the work of constructing a highway under that certain contract let by the State of Oregon and/or by the State of Oregon Highway Commission known as Safe Hen Creek-Burns and Poison Creek Burns Section of the Central Oregon and John Day Burns Highways in Harney County, State of Oregon, known as Job No. 1942.

Dated this 8th day of February, 1938.

UNION OIL COMPANY OF CALIFORNIA

By Frank E Lee
General Credit Manager

#1942

13-1203

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 29, 1938

Oregon State Highway Commission

Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from Feenaughty Machinery Company advising that the total of their claim against W. C. White is $1317.04.

Yours very truly,

Earl Snell

Secretary of State

s;fm

enc.

EFERRED TO
T SECRETARY

FEENAUGHTY MACHINERY CO.

112 S.E. Belmont Street

Portland, Oregon

Jan. 28, 1938

Earl Snell, Secy of State,
Salem, Oregon

Dear Sir:

Referring to lien filed by us against W. C. White on the Sage Hen Creek-Burns and Poison Creek-Burns sections of the Central Oregon and John Day-Burns Highway in Harney County. We filed for $1217.04, asking for $100.00 attorney fees. We did not total this and the total should be $1317.04

Will you kindly file this as an amended lien.

Very truly yours,

FEENAUGHTY MACHINERY CO.

W. O. Feenaughty
President

WOF:v

#1942

RECEIVED
JAN 27 1938
FOR FILING
13-1203

January 27, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 19, enclosing three copies of a notice of claim by Feenaughty Machinery Company, in the amount of $1217.04, plus interest and plus $100.00 attorney fees, against the bond taken from W. C. White, Principal, and Great American Indemnity Company, Surety, for work on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County, being State Highway Commission Contract No. 1942.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

January 27, 1938

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Feenaughty Machinery Company in the amount of $1217.04 against W. C. White, for rental of machinery in connection with work on Contract No. 1942 with the State Highway Commission for the construction of the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon Highway, in Harney County; also John Day-Burns Highway.

Inasmuch as you are the surety on the bond furnished by the contractor, we enclose for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

ENC.
cc- W.C.White

January 27, 1938

FEENAUGHTY MACHINERY COMPANY
112 S. E. Belmont Street
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by yourselves against W. C. White in the amount of $1217.04, plus interest and plus $100 attorney fees, for rental of equipment in connection with work on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County. We have forwarded copies of this notice of claim to the contractor and to the surety in accordance with our usual practice.

We note that the total of the claims listed should be $1317.04 instead of $1217.04, as given in your notice. We are calling this to your attention so that you may file a corrected claim if you so desire.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#1942

RECEIVED
20 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Feenaughty Machinery Company for $1717.04 plus interest and plus $100.00 attorney fees, against the bond taken from W.C. White, principal, and Great American Indemnity Company, surety, for work on contract 1942 Sage Hen Creek-Burns and Poison Creek-Burns sections of the Central Oregon and John Day-Burns Highways in Harney County, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

To The State of Oregon

Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Feenaughty Machinery Co., Portland, Oregon, has a claim for rental of one PD40 International Motor from the 17th day of June, 1937, to the 17th day of August, 1937, or two months' rental of $200.00 per month, namely $400.00, and for the rental of one Universal rock crusher from the 17th day of May, 1937, to the 17th day of August, 1937, at $250.00 per month, namely $750.00, and for an account of necessary replacements on the job of $67.04, together with interest on deferred payment and attorney's fees of $100.00, making a total of $1217.04 plus interest and plus $100.00 attorney fees, against the principle and bond taken from W.C. White and Great American Indemnity Co., with offices in the Failing Building, Portland, Oregon, for the work of W.C. White on contract 1942 Sage Hen Creek-Burns and Poison Creek-Burns sections of the Central Oregon and John Day-Burns Highways in Harney County.

FEENAUGHTY MACHINERY CO.

By W. O. Feenaughty

President

Portland, Oregon

January 18, 1938

Endorsed: File No. 2760
Filed Jan. 19, 1938
EARL SNELL, Secretary of State

#1942

RECEIVED
[illegible]
FOR FILING
13-12-83

January 24, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 19, 1938, with attached copies of notice of claim which has been filed by Mr. Verl Reed of Ontario against the bond taken from W. C. White in connection with State Highway Commission Contract No. 1942 which is the Burns Rock Production Porject on the Central Oregon and John Day-Burns Highways. In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

As requested by Mr. M. A. Biggs, Ontario, who is Mr. Verl Reed's Attorney, we are today forwarding him a certified copy of Contract No. 1942.

Very truly yours,

HBG:AM

Secretary

January 24, 1938

Mr. M. A. Biggs
Attorney & Counselor at Law
Ontario, Oregon

Dear Sir:

Under separate cover, we are today sending you a certified copy of the contract and bond for the Burns Rock Production Project on the Central Oregon and John Day-Burns Highways which was awarded to W. C. White, Contract No. 1942. There is no charge for this service.

Very truly yours,

Secretary

HBG:AM

January 24, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim that has been filed by Mr. Verl Reed of Ontario with the Secretary of State against the bond taken from W. C/ White in connection with State Highway Commission Contract No. 1942 which the Burns Rock Production Project on the Central Oregon and John Day-Burns Highways. This claim amounts to $1022.15 and is for hauling and stock-piling gravel.

This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

Secretary

HBG:AM

cc - W. C. White
Vale, Oregon

COPY

CLAIM OF SUBCONTRACTOR

In the Matter of the Claim of Verl Reed, subcontractor, at Ontario, Oregon, under Walter C. White on crushing stock-piling gravel at Burns, Harney County, Oregon.	CLAIM

NOTICE IS HEREBY GIVEN, That the undersigned, Verl Reed, claimant, has a claim for hauling and stock-piling gravel on the Burns, Harney County section of the Oregon State Highway in the sum of $1022.15 against the bond taken by Walter C. White from Great American Indemnity Company, New York, for the work of stock-piling 6404.1 yards at ten cents per yard on a six mile average haul. The longest haul was 13.13 miles, and the shortest haul was 1.55 miles. That the total amount due upon said haul would be the sum of $3842.46 upon which there has been paid the sum of $2820.31, leaving a balance due of $1022.15.

That this work was completed on the 14th day of August, 1937, and that six months has not expired from that date.

VERL REED
Claimant.

STATE OF OREGON,)
: ss.
County of Malheur)

I, Verl Reed being first duly sworn upon oath depose and say that I am the claimant named in the foregoing claim. That I have read the said claim and the facts therein contained are true as I verily believe.

VERL REED

Subscribed and sworn to before me this 19th day of January, 1938.

(SEAL)

JESSIE M. MILLIGAN
Notary Public for Oregon
My commission expires: October 20, 1940.

Endorsed: File No. 2761
Filed January 21, 1938
EARL SNELL, Secretary of State

COPY

M. A. BIGGS
Attorney and Counselor at Law
Ontario, Oregon

January 19, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Mr. Snell:

Inclosed herewith please find claim by Mr. Verl Reed of Ontario, Oregon against the Great American Indemnity Company of New York for labor performed by him under the subcontract of Walter C. White near Burns, Harney County, Oregon in the summer of 1937 on the Oregon State Highway.

1942

I would appreciate it if you would file this claim in your office. Also, I would appreciate a copy of Mr. Walter C. White's contract on said work, together with a copy of the bond executed by him to the insurance company. If you will mail your bill for such certified copies, I will mail to you a check for the same immediately.

With kindest personal regards, I remain

Very truly yours,

(signed) M. A. BIGGS
M.A. Biggs

MAB:JMM
In.

Harney [illegible] Co

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 21, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim for $1022.15 by Verl Reed against the bond taken from Walter C. White, principal, and Great American Indemnity Company of New York, surety, for work on the highway near Burns, Oregon, which was received from Mr. M.A. Biggs, Attorney, Ontario, and filed in this office today.

There is also enclosed a copy of Mr. Biggs' letter requesting a copy of the contract and bond covering the above construction work.

1942

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 4

#1942

RECEIVED
JAN 8 1938
FOR FILING

13-1203

January 7, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building,
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising that Dillman Hardware Company has filed a claim against the bond taken from W. C. White. The claim is in the amount of $102.35 for materials furnished Mr. White in connection with State Highway Commission Contract No. 1942 for furnishing crushed gravel in stock piles for the Sage Hen Creek-Burns and Posion Creek-Burns Sections of the Central Oregon and John Day-Burns Highways, in Harney County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

AM

Secretary

cc - W. C. White
Vale, Oregon

January 7, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 5 with attached copies of notice of claim which has been filed by Dillman Hardware Company against the bond taken from E. G. White in connection with State Highway Commission Contract No. 1942 which was awarded to Mr. White for furnishing crushed gravel in stock piles for the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways in Harney County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

[illegible]

Secretary

COPY

DILLMAN HDW. CO.
Burns, Oregon

Burns, Oregon
Dec., 24, 1937

Secretary of State
Salem, Oregon

Dear Sir:

We are taking this occasion to file with you notice of past due account of W. C. White in the sum of $102.35, representing long past due account for materials furnished Mr. White as contractor #1942 with the Oregon State Highway of section described as Sage Hen Creek and Poisen Creek, division.

This notice is given in complience with provisions of Chapter 208 Oregon Law 1931.

Thanking you kindly, we remain,

Yours very truly,

DILLMAN HARDWARE CO.
Chas. E. Dillman

EDJD

Endorsed: File No. 2746
Filed Dec. 28, 1937
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 5, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Dillman Hardware Company for $102.35 against the bond taken from W. C. White for work on the Sage Hen Creek and Poison Creek sections of the State Highway, contract No. 1942, which was filed in this office on December 28th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

#1942

RECEIVED
DEC 20 1937
FOR FILING

13-1203

December 20, 1937

Great American Indemnity Co.,
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has just received a letter from the Dillman Hardware Company of Burns, Oregon, advising that contractor W. C. White owes them $102.35 for materials furnished in connection with Mr. White's contract with the State Highway Commission for furnishing crushed gravel, in stock piles, on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways.

This information is furnished you inasmuch as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

HBG:MC

Secretary

cc - W. C. White,
Vale, Oregon

December 20, 1937

Dillman Hardware Co.,
Burns, Oregon

Gentlemen:

I have just received from our Division Engineer, Mr. W. C. Williams of La Grande, your letter of December 14 advising that contractor W. C. White owes you $102.35 for materials furnished him in connection with his contract with the Oregon State Highway Commission for furnishing crushed gravel for the Sage Hen Creek-Burns and Poison Creek-Burns Section of the Central Oregon and John Day-Burns Highways in Harney County, contract No. 1942.

In connection with this job Mr. White furnished the State with a surety bond for the protection of claims and to guarantee the satisfactory completion of the project. We offer this bond to you for the protection of your claim. It was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is the local representative with offices in the Failing Building, Portland. I would suggest that you make demand on the bonding company for settlement of your claim. Would also suggest that you file notice thereof with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

It is necessary for you to file your claim with the Secretary of State in order to hold the bond liable subsequent to the expiration of a period of six months from the date of completion of the job and acceptance thereof by the Highway Commission. Our records disclose that this job was completed on August 14, 1937 and was accepted by the State Highway Commission on September 14, 1937.

Yours very truly,

HBG:MC

Secretary

cc - W. C. Williams

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
20 1937
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 17, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

I hand you herewith a letter having reference to an unpaid account of contractor W. C. White on the Burns-maintenance materials project.

Will you please advise the Dillman Hardware Company at Burns as to the questions brought up in their letter?

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

Dillman Hdw. Co.

Burns, Oregon

JOHN DEERE QUALITY FARM EQUIPMENT

December 14, 1937.

Mr. W.C. Williams, Division Engineer
Oregon State Highway Commission,
LaGrande, Oregon.

Dear Sir:-

We hold balance in the sum of $102.35of W.C. White your Contractor on the Central Oregon Highway, Contract #1942, Prefix #13-1203 of the Sage Hen Creek-Burns and Poison Creek-Burns projects.

This amount represents purchases by this contractor of materials used in construction described.

We are advised this accounts are protected by bands of this Contractor and we are taking this means of reporting this situation to you for this purpose.

Will you kindly advise if this should be reported direct to his Bondsmen, if so the name of such bondsmen and the time limitation and any other particulars.

Hoping to hear from you soon, we remain,

Yours very truly

DILLMAN HARDWARE

Chas E Dillman

RECEIVED
DEC 16 1937
[illegible]

ACKNOWLEDGED
H. B. GLAISYER

ANSWERED
H. B. G.

At this store you get Quality and Service.

#1942

November 5, 1937

Mr. Verl Reed

Ontario, Oregon

Dear Sir:

I have just received your night letter of the 4th instant advising that you have a claim against W. C. White for hauling gravel in connection with Mr. White's contract with the State Highway Commission for the furnishing of crushed gravel in stock pile for the Sage Hen Creek-Burns and Poison Creek-Burns Section of the Central Oregon and John Day-Burns Highways in Harney County, State Highway Contract No. 1942, and in accordance with your request I have answered you by wire to the effect that we could not withhold payment of the final estimate to Mr. White as you requested.

For the protection of claims against state highway work the State Highway Commission requires the contractor to furnish a surety bond which we offer for the protection of your claim. In the event that you fail to secure satisfaction from the contractor then you should make a demand on the surety for payment of the same. The bond furnished by Mr. White in connection with this job was written by the Great American Indemnity Company for whom the Harvey Wells Insurance Agency is local agent with offices in the Failing Building, Portland. You should also file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is inclosed, in order to protect your claim subsequent to the expiration of a period of six months from date of completion of the project and acceptance thereof by the State Highway Commission.

Our records show that this job was completed on August 14, 1937, and was accepted by the State Highway Commission on September 14, 1937.

As a matter of information, we have not as yet released the final payment in connection with this job due to the fact that we have a request from the Great American Indemnity Company to withhold such payment until released by the surety. Final payment is in the amount of $754.60.

Very truly yours,

HBG:AM

Secretary

1217-A

	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
NOVEMBER 5 1937

VERN REED

ONTARIO OREGON

REPLYING YOUR [illegible] LETTER ADVISE CAN NOT WITHHOLD PAYMENT OF FINAL ESTIMATE TO W. C. WHITE AS REQUESTED. LETTER FOLLOWS

H B GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

(COLLECT)

file

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

By

Secretary

[illegible]

He refers to Cont. #1942 - Sage Hen Creek-Burns & Poison Creek-Burns Section in Harney Co. Was completed Aug, 14, 1937 and accepted Sept, 14, 1937.

At the request of the Surety of Oct, 19th we are holding warrant in amt. $754.60, covering final payment.

McFarland.

CONCERNING ITS SERVICE

1201-S

RN

N

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

Time of receipt is STANDARD TIME at point of destination.

1937 NOV 4 PM 8 30

UNABLE TO REACH SETTLEMENT WITH W C WHITE OF VALE ORG WITH REFERENCE TO HAULING GRAVEL FOR WHITE UNDER STOCK PILING GRAVEL CONTRACTED AT BURNS ORG CONTRACT LET TO W C WHITE IN NOV 1936 STOP HOLD PAYMENT ON FINAL ESTIMATE UNTIL MATTER ADJUSTED WIRE COLLECT =

VERL REED.

#1942-

REFERRED TO
McFarland
SECRETARY

Have we paid final on this job?
#205

ANSWERED
H.B.G.

1936 .

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

This is a full-rate
Telegram or Cable-
gram unless its de-
ferred character is in-
dicated by a suitable
symbol above or pre-
ceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1937 NOV 4 PM 8 30

PRV 253 46 NL XC =ONTARIO ORG 4

STATE HIGHWAY COMM

UNABLE TO REACH SETTLEMENT WITH W C WHITE OF VALE ORG WITH REFERENCE TO HAULING GRAVEL FOR WHITE UNDER STOCK PILING GRAVEL CONTRACTED AT BURNS ORG CONTRACT LET TO W C WHITE IN NOV 1936 STOP HOLD PAYMENT ON FINAL ESTIMATE UNTIL MATTER ADJUSTED WIRE COLLECT =

VERL REED.

#1942-

REFERRED TO
SECRETARY

McFarland
Have we paid final on this job?
HOS

ANSWERED
H.B.G.

1936 .

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

1942

RECEIVED
OCT 26 1937
FOR FILING
13-1203

October 25, 1937

Mr. Frank J. Burner
Division Credit Manager
SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Dear Sir:

Complying with the request contained in your letter of October 21, we are glad to supply you with the following information regarding Highway Contract No. 1942 with W. C. White, Vale, Oregon:

The contract was completed August 14 and accepted September 14, 1937, and no liens have been filed against the job to date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

October 21, 1937

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: Walter White
Contract No. 1942

Will you please advise us the completion and acceptance dates of the above indicated contract.

Also, kindly state if any liens have been filed against this job.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

RECEIVED
OCT 21 1937
FOR FILING
13-1203

October 20, 1937

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

This is to acknowledge receipt of your letter of October 15th with further reference to the W. C. White Contract No. 1942, Sage Hen Creek-Burns and Poison Creek-Burns Sections in Harney County.

You are advised that no claims have been filed to date against this contract. The amount of the final payment will be $754.60, however, we are unable to advise you at this time just when the payment will be made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM EX-[illegible]

DU PONT
REG. U. S. PAT. OFF.
ESTABLISHED 1802

E. I. du Pont de Nemours & Company
INCORPORATED
1110 Hoge Building
Seattle, Washington

EXPLOSIVES DEPARTMENT

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

Seattle, Washington
October 15, 1937

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

W. C. WHITE - VALE, OREGON
STATE HIGHWAY CONTRACT NO. 1942

Please accept our thanks for the information contained in your favor of October 7th, 1937 on the subject matter.

In this connection may we ask if the final payment has been made to Mr. White on this contract, and if not, the approximate date and amount that will be paid to him, also if any claims have been filed against the work to date.

Very truly yours,

E. F. KING, MANAGER

F. A. Flagler

By

FAF/aes

#1942

RECEIVED
OCT 16 1957
FOR FILING
13-12-53

October 16, 1957

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1942 for the construction of the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways in Harney County, has been completed by the contractor, W. C. White, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 26, 1957.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,115.01, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 8 1937
FOR FILING
12-1223

October 7, 1937

E. I. Du Pont De Nemours & Co.
1110 Hoge Building
Seattle, Washington

Attention: F. A. Flagler

Gentlemen:

The following information was requested in your letter of October 5, 1937, with reference to State Highway Contract No. 1942 with W. C. White, Vale, Oregon:

1. Date of completion - August 14, 1937; date of acceptance - September 14, 1937.

2. Last date for filing material claims - six months from September 14, 1937 (date of acceptance).

3. Name of Surety Company - Great American Indemnity Co.

4. Agent of Surety Company - Harvey Wells Insurance Agency with offices in the Failing Building, Portland, Oregon.

5. Amount of contract and bond - $10,480.00

Very truly yours,

HBG:AM

Secretary

FORM EX-1906

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

RECEIVED
OCT 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

Seattle, Washington
October 5, 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

W. C. White - Vale Oregon
Contract 1942 - Sage Hen-Burns,
Poison Creek-Burns, Oregon

Will you please give us the following information in connection with the above contract:

1. Date of completion and acceptance of the above contract. Aug 14 Sept 14

2. Last date for filing material claims. [illegible]

3. Name of the Surety Company. [illegible] Indemnity Co.

4. Agent of Surety Company. Harvey Wells

5. Amount of contract and bond. $10,480

Thanking you for the above information, we are

Very truly yours,

E. F. KING, MANAGER

F A Flagler

By

FAF/aes

RECEIVED
SEP 24 1937

13-1203

September 24, 1937

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of September 23rd concerning the W. C. White Contract No. 1942, Sage Hen Creek-Burns and Poison Creek-Burns Section in Harney County.

You are advised that this contract was completed August 14, 1937 and was accepted Sept, 14, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

Sept. 23, 1937

Oregon State Highway Commission,
Salem, Oregon.

RE: W. C. WHITE
Ore. State Hiway Contract #1942

Gentlemen:

It is our understanding that the above contract is now completed.

Will you please advise us if it has been accepted by your Department, and if not, the approximate date of acceptance.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

District Credit Supervisor

DvH:B

#1942

RECEIVED
SEP 10 1937
FOR FILING
131203

September 9, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to W. C. White on Contract No. 1942, Sage Hen Creek-Burns and Poison Creek-Burns Sections in Harney County. This payment will be made on or after September 18, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 9 1937
FOR FILING
13-1203

#1942
1

September 7, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We have this date received from the Great American Indemnity Company, surety on the bond of the W. C. White Contract No. 1942, Sage Hen Creek-Burns and Poison Creek-Burns Section, their consent to an extension of time to August 16th, 1937.

If you have their formal application on file in your office will you please forward it to this office with your recommendation so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

WILLIAM H. KOOP
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

JEROME LEWIS & COMPANY
DISTRICT AGENTS
16 CLOGG BUILDING

YAKIMA, WASHINGTON

File

September 4, 1937

Director

~~Department~~ of Highways,
State Highway Department,
Salem, Oregon

Gentlemen:

RE: Contract Number 1942
Stock piling crushed gravel;
Sage Hen Creek--Burns Poison Creek Section,
John Day Burns Highway: Central, Oregon

THIS IS TO CERTIFY THAT:
The Great American Indemnity Company, as surety on the bond of W. C. White, as Principal, contract on the above caption job,

Does hereby consent to and ratifies the extension of time to August 16, 1937 which the State of Oregon granted said contractor for the completion of the contract.

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY

BY: Jerome Lewis
Attorney in Fact

Original in Contract

JL:CJ

[illegible] - 1937

RECEIVED
SEP 7 - 1937
DIVISION [illegible]

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 9 1937
FOR FILING
13-1942

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

September 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith request of W. C. White for an extension of time on his contract No. 1942, Sage Hen Hill-Burns and Poision Creek- Burns maintenance materials project. Accompanying his request is consent of his surety company.

Mr. White did not complete his project on time solely for the reason that he was some two months late in starting the work. The State, however, was not inconvenienced as he furnished sufficient materials in time for maintenance operations during the current year. The materials manufactured after the expiration of his time limit were for future use. No inspector was retained on the job before he started his operations, so that engineering costs to the State were not increased.

I recommend the extension of time be granted without penalty.

Very truly yours

WCWillia

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc H. B. Glaisyer

FORM 9-11-1 1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 2, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FOR FILING
13-1203

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith semi-final estimate on the Sage Hen Creek-Burns and Poison Creek-Burns rock production project in Harney county. In support of the semi-final estimate, there is being forwarded to you by express the following records:

One book field notes
Platted cross-sections
One material receipt book

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
J. W. McCallister

NOTED
State Highway Engineer

FORM 9-M-1 1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

September 2, 1937

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. W. G. Smith, Construction Engineer

Dear Sir:

The semi-final estimate on the Sage Hen Creek-Burns and Poison Creek-Burns rock production project shows an overrun of the project authorization of approximately $200. This overrun was caused by the purchase of screen rejections and the haul thereon, the cost of which amounted to $475. These screen rejections were 1/4 inch to nothing crushed gravel and are very useful for maintenance operations. In order to have the benefit of such materials, 1,052 cubic yards were hauled to State owned site and stockpiled.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

✓ CC R. H. Baldock

Form 338—5M—12-36

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 1937, 193

Section Sage Hen Creek-Burns, Poison Creek- Burns *Kind of work* Rock Production

Highway Central Oregon- John Day Burns *Section prefix* 13-1203

Contractor W. C. White *Contract number* 1942

Date of contract Dec. 17, 1936, 193 *Date of completion* June 15, 1937, 193

Date work started April 14, 1937, 193 *Estimated date of completion* August 14, 193

Amount of contract $ 10480.00 *Per cent of time elapsed* 142 %

Estimated cost of completed project, exclusive of engineering $ 10899.20

Per cent of contract completed, based on total contract price 108 %

Engineering cost to date, $ 559.00, % *Date project was completed* August 14, 1937, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished and sent off semi final estimate for this project.

NOTED
RAY WEBBER

AUG 23 1937

Signed L. R. Chandler

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date			6865		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift			0		
Average force on project for week			0		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#1942

RECEIVED
JUN 22 1937
~~FOR FILING~~
13-1203

June 21, 1937

The Sawtooth Company,
P. O. Box 2088,
Boise, Idaho.

Attention: Mr. Charles Van Winkle.

Gentlemen:

Receipt is acknowledged of your letter of June 17th concerning W. C. White, Vale, Oregon.

You are advised that Mr. White is not a sub contractor, but has a contract of his own in Harney County for furnishing 3,600 cu. yds. of crushed gravel in stock pile. This contract is our No. 1942 and is known as the Sage Hen Creek-Burns and Poison Creek-Burns Section of the Central Oregon and John Day-Burns Highways. This contract has just recently been started and the estimated date of completion is July 31, 1937.

The bond furnished in connection with this contract was written by the Great American Indemnity Company for whom the Harvey Wells Insurance Agency who have offices in the Failing Building, Portland, Oregon.

For your information we are enclosing a mimeographed copy of Chapter 280, Oregon Laws, 1931, concerning the filing of claims against contractors on public work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

TELEPHONE 4700

P. O. BOX 2088

THE SAWTOOTH COMPANY

ENGINEERS, MANUFACTURERS AND DISTRIBUTORS

Machinery and Supplies
for Mines, Mills,
Contractors, Roads,
Farm and Home Use

Air Conditioning

710 FRONT—715 GROVE STREETS
BOISE, IDAHO

Manufacturers of
Mining Equipment
Steel Products
Welding and
Machine Work

RECEIVED
[illegible] 19 1937
OREGON
STATE HIGHWAY COMMISSION

June 17, 1937

State Bureau of Highways
Salem, Oregon

Gentlemen:

I am writing to request information regarding a sub contractor by the name of W. C. White now working on one of your contracts at or near Burns, Oregon, his mail address however is Vale, Oregon.

Please furnish me with the name of the contractor for whom he is working, the amount of work assigned to Mr. White, its possible duration and the manner in which he is paid. Also please let me know whether your State Department has a procedure by which claims for unpaid and delinquent bills of such an individual can be filed against, or assignments be given against such a contract.

I would appreciate very much an early reply.

Yours very truly,

Charles Van Winkle

Charles Van Winkle
Credit Department

PHC:EC

#1942
x

FORM 401 P. 4-36 10M

RECEIVED
APR 27 1937
FOR FILING

13-1203

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

April 26, 1937

RECEIVED
APR 27 1937
ORE.
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: W. C. WHITE
Original Contractor
Contract #1942

We attach herewith partially completed form in connection with a contract let by your Department to Mr. W. C. White of Vale, Oregon.

We will appreciate your supplying the additional information to complete the attached questionnaire.

For your convenience we enclose herewith a business reply envelope. Thanking you, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
ENCLS

RECEIVED
JAN 11 1937
FOR FILING
13-1203

January 9, 1936

Mr. W. C. White
Vale, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 1942 awarded to you on December 17, 1936, for furnishing crushed gravel in stock pile on the Sage Hen Creek-Burns and Poison Creek-Burns Sections of the Central Oregon and John Day-Burns Highways in Harney County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

M Secretary

COPY

13-1203

GREAT AMERICAN INDEMNITY COMPANY

New York

Yakima, Wash.

December 31, 1936

Mr. Walter C. White
P. O. Box
Vale, Oregon

Dear Mr. White:

We sent your bonds for the two jobs in Baker and Harney Counties to Mr. Wells in Portland Tuesday to be countersigned and forwarded to the Highway Department. We called him long distance this morning and he advised that he was mailing them at noon today to the Highway Department at Salem.

Yours very truly,

Jerome Lewis

CONTRACT# [redacted] 1943

13-1009 Valley Falls-Cinder Butte 1937
Rock Prod.
1943

#1943

RECEIVED
JAN 28 1939
FOR FILING

January 27, 1939

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 26 enclosing three copies of a notice of claim be Timber Products Company, in the amount of $2,572.11, against Medford Concrete Construction Company, for work on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, being State Highway Commission Contract No. 1943.

We have noted this claim in our records of this job and will forward copies of the notice thereof today to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

January 27, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Timber Products Company, in the amount of $2,572.11, against Medford Concrete Construction Company for materials and supplies furnished in connection with the performance of State Highway Contract No 1943 for the furnishing of crushed materials in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties.

Inasmuch as you are surety for the contractor on this job, we are sending you herewith a copy of this notice of claim, for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[redacted]

cc - Medford Concrete Construction Company

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 26, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Timber Products Company for $2572.11 against the bond taken from Medford Concrete Construction Company, principal, and General Casualty Company of America, surety, for work on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highway, contract No. 1943, which was received from Frank P. Farrell, Attorney, Medford, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

To State of Oregon and its
State Highway Commission
Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, Timber Products Company, an Oregon corporation, having its principal place of business at the City of Medford, Jackson County, Oregon, has a claim of materials and supplies consisting of lumber, powder, fuse, caps and like supplies furnished in the sum of $2,572.11 against the bond taken from Medford Concrete Construction Company as principal and General Casualty Company of America as surety, for the work of furnishing 39,000 cubic yards of crushed materials in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont highway in Lake and Harney Counties, Oregon, by said Medford Concrete Construction Company, pursuant to contract number 1943 with State Highway Commission of the State of Oregon, being its project number 2096.

Notice is further given that Timber Products Company has a claim as aforesaid for interest on the above mentioned amount from the date of acceptance of said work by said Highway Commission, to-wit: August 30th, 1938.

This notice and claim is in lieu of and is substituted for any notice and claim heretofore filed by the undersigned against principal and surety on said contract.

Dated at Medford, Oregon, January 18, 1939.

TIMBER PRODUCTS COMPANY

By Floyd Hart
Vice President & Manager

Receipt is hereby acknowledged of the foregoing notice of claim.

STATE HIGHWAY COMMISSION OF STATE OF OREGON

By H. B. Glaisyer, Secretary 1/20/39

Endorsed: File No. 2826
Filed January 26, 1939
EARL SNELL, Secretary of State

#1943

RECEIVED
JAN 21 1939
FOR FILING

13-1010

January 20, 1939

Mr. Frank P. Farrell
Attorney at Law
Medford, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 19 inclosing an original and copy of a supplemental claim of the Timber Products Company against the Medford Concrete Construction Company, said claim being in the amount of $2,572.11 and representing materials and supplies furnished the Medford Concrete Construction Company in connection with its contract with the State Highway Commission for furnishing crushed materials in stock piles for the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties.

As requested I am returning the duplicate copy of this notice which I have signed.

I presume that you have also filed a notice with the Secretary of State as required in the statute.

In accordance with the usual practice, I am today forwarding a copy to the contractor and the surety on the bond furnished in connection with this job.

Very truly yours,

HBG:AM

Secretary

January 20, 1939

General Casualty Company of America
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a supplemental claim which has been filed by the Timber Products Company against the Medford Concrete Construction Company. The claim is in the amount of $2,572.11 and represents materials and supplies furnished the Medford Concrete Construction Company in connection with its contract with the State Highway Commission for furnishing crushed materials in stock piles for the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, Contract No. 1923.

This information is given you inasmuch as you appear surety on the bond furnished by the Medford Concrete Construction Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Medford Concrete Construction Co.
1320 North Riverside
Medford, Oregon

RECEIVED
JAN 1939
OREGON
STATE HIGHWAY COMMISSION

FRANK P. FARRELL
ATTORNEY AT LAW
PHONE 898
MEDFORD, OREGON

January 19, 1939

State Highway Commission
Salem, Oregon

In Re: Timber Products Co. vs Medford Concrete Construction Company.
In Re: Contract Agreement--Lakeview-Burns and Fremont Highway in Lake & Harney County, Valley Falls-Cnder Butte Section. Project No. 2096. Contract Number 1943.

Gentlemen:

I am enclosing herewith original and copy of supplementary claim against the bond in the above matter, in the amount of $2,572.11.

Will you kindly indorse date of receipt on the copy enclosed, and return the same to me?

Yours very truly,

F. P. Farrell

FPF:R

Enc. Notice of Claim

ACKNOWLEDGED
H. B. GLAISYER

To State of Oregon and its
State Highway Commission
Salem, Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, Timber Products Company, an Oregon corporation, having its principal place of business at the City of Medford, Jackson County, Oregon, has a claim of materials and supplies consisting of lumber, powder, fuse, caps and like supplies furnished in the sum of $2,572.11 against the bond taken from Medford Concrete Construction Company as principal and General Casualty Company of America as surety, for the work of furnishing 39,000 cubic yards of crushed materials in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont highway in Lake and Harney Counties, Oregon, by said Medford Concrete Construction Company, pursuant to contract number 1943 with State Highway Commission of the State of Oregon, being its project number 2096.

Notice is further given that Timber Products Company has a claim as aforesaid for interest on the above mentioned amount from the date of acceptance of said work by said Highway Commission, to-wit: August 30th, 1938.

This notice and claim is in lieu of and is substituted for any notice and claim heretofore filed by the undersigned against principal and surety on said contract.

Dated at Medford, Oregon, January 18, 1939.

TIMBER PRODUCTS COMPANY

By Loyd Hart
Vice President & Manager

#1943

RECEIVED
JAN 12 1939
FOR FILING

January 12, 1939

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 19 enclosing three copies of a notice of claim by Howard-Cooper Corporation in the amount of $17,928.30 against Bed-Ford Concrete Construction Company for work on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, State Highway Contract No. 1943.

We have noted this claim in our records of this job and will forward copies of the notice thereof to the contractors and their surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - [illegible]

January 12, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Howard-Cooper Corporation in the amount of $17,928.30, against Medford Concrete Construction Company for work on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, being State Highway Contract No. 1943.

Inasmuch as you are surety for the contractors on this job, we are sending you, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Medford Concrete Construction Company
1320 N. Riverside
Medford, Oregon

RECEIVED
JAN 7 - 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, S

There are enclosed for your information and files three copies of a notice of claim by Howard-Cooper Corporation for $17928.30 against the bond taken from Medford Concrete Construction Company, principal, and General Casualty Company of America, surety, for work on the Valley-Falls-Cinder Butte Section of the Lakeview-Burns & Fremont Highway, contract No. 1943, which was received from M. N. Eben, Porter Bldg., Portland, filed in this office on December 16th.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:Fm
encs. 3

COPY

State of Oregon Highway Commission,
c/o Secretary of State,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, has a claim for the rental of machinery and equipment furnished, as more particularly appears in Schedule "A" hereto attached, and materials furnished and consumed in the work, as more particularly appears in Schedule "B" hereto attached, in the total sum of Seventeen Thousand Nine Hundred Twenty-eight and 30/100 Dollars ($17,928.30), together with interest thereon, at the rate of Six (6) per cent per annum, calculated on monthly balances, from May 1, 1937, as more particularly appears on said schedules "A" and "B", computed to December 15, 1938, in the sum of One Thousand Five Hundred Twenty-one and 33/100 ($1,521.33) Dollars:

All against the bond taken from Medford Concrete Construction Co., principal, and General Casualty Company of America, surety, for the work of furnishing Thirty-nine Thousand (39,000) cubic yards of crushed material in stock piles for the Valley Falls-Cinder Butte Section of the Lakeview-Burns & Fremont Highway in Lake and Harney Counties, being Project No. 2096, contract No. 1943, awarded December 17, 1936, completed July 21, 1938, and accepted by the Highway Commission August 30, 1938.

The foregoing machinery, equipment and materials were used by Medford Concrete Construction Co. in and upon the road project and contract above described.

Dated December 15, 1938, at Portland, Oregon.

HOWARD-COOPER CORPORATION

By D. I. Cooper
President

Endorsed: File No. 2824
Filed Dec. 16, 1938
EARL SNELL
Secretary of State

SCHEDULE "A"

15 x 36 HCC Breaker Crusher

Inv. Date	Inv. No.		Rental Period	Per Month	
5/17/37	518	From	5/1/37 to 5/31/37	530.00	
5/29/37	609	"	6/1/37 to 6/30/37	530.00	
6/30/37	815	"	7/1/37 to 7/31/37	530.00	
7/31/37	1021	"	8/1/37 to 8/31/37	530.00	2120.00

3' x 10' Symons 3-deck Screen - Ser. 226-3

Inv. Date	Inv. No.		Rental Period	Per Month	
5/17/37	518	From	5/1/37 to 5/31/37	280.00	
5/29/37	609	"	6/1/37 to 6/30/37	280.00	
6/30/37	815	"	7/1/37 to 7/31/37	280.00	
7/31/37	1021	"	8/1/37 to 8/31/37	280.00	1120.00

7' Victory Fresno Scraper

Inv. Date	Inv. No.		Rental Period	Per Month	
5/17/37	519	From	5/1/37 to 5/31/37	60.00	
5/29/37	608	"	6/1/37 to 6/30/37	60.00	
6/30/37	814	"	7/1/37 to 7/31/37	60.00	
7/31/37	1022	"	8/1/37 to 8/31/37	60.00	240.00

#4 36" x 20" Badger Crushing Rolls, Serial #70263 (1 set)

Inv. Date	Inv. No.		Rental Period	Per Month	
5/17/37	519	From	5/1/37 to 5/31/37	640.00	
5/29/37	608	"	6/1/37 to 6/30/37	640.00	
6/30/37	814	"	7/1/37 to 7/31/37	640.00	
7/31/37	1022	"	8/1/37 to 8/31/37	640.00	2560.00

PD-40 International Diesel Power Unit - s/n PDC-697

Inv. Date	Inv. No.		Rental Period	Per Month	
5/27/37	594	From	5/19/37 to 6/19/37	125.00	
6/26/37	776	"	6/19/37 to 7/19/37	125.00	
7/21/37	938	"	7/19/37 to 8/19/37	125.00	375.00

PD-80 International Diesel Power Plant, s/n PDJ-901

Inv. Date	Inv. No.		Rental Period	Per Month	
5/29/37	593	From	5/19/37 to 6/19/37	400.00	
6/26/37	775	"	6/19/37 to 7/19/37	400.00	
7/21/37	939	"	7/19/37 to 8/19/37	400.00	
8/21/37	1143	"	8/19/37 to 9/19/37	400.00	1600.00

SCHEDULE "A" (continued)

Pd-80 International Diesel Power Unit, s/n PDJ-988

Inv. Date	Inv. No.		Rental Period	Per Month	
7/21/37	923	From	7/19/37 to 8/19/37	400.00	
8/21/37	1144	"	8/19/37 to 9/19/37	400.00	
10/1/37	1374	"	9/19/37 to 10/19/37	400.00	
11/22/37	1525	"	10/19/37 to 11/19/37	400.00	
11/22/37	1700	"	11/19/37 to 12/19/37	400.00	2000.00

PD-80 International Diesel Power Unit, s/n PDJ-573

Invv. Date	Inv. No.		Rental Period	Per Month	
7/27/37	966	From	7/24/37 to 8/24/37	400.00	
8/26/37	1174	"	8/24/37 to 9/24/37	400.00	
9/22/37	1334	"	9/24/37 to 10/24/37	400.00	
10/28/37	1545	"	10/24/37 to 11/24/37	400.00	
11/30/37	1739	"	11/24/37 to 12/24/37	400.00	2000.00

15" x 24" HCC Breaker Crusher #12

Inv. Date	Inv. No.		Rental Period	Per Month	
6/22/37	758	From	6/18/37 to 7/18/37	250.00	
7/21/37	937	"	7/18/37 to 8/18/37	250.00	
8/21/37	1142	"	8/18/37 to 9/18/37	250.00	
9/22/37	1336	"	9/18/37 to 10/18/37	250.00	
10/22/37	1524	"	10/18/37 to 11/18/37	250.00	1250.00

9" x 36" Badger Jaw Crusher #14639

Inv. Date	Inv. No.		Rental Period	Per Month	
6/22/37	758	From	6/18/37 to 7/18/37	250.00	
7/21/37	937	"	7/18/37 to 8/18/37	250.00	
8/21/37	1142	"	8/18/37 to 9/18/37	250.00	
9/22/37	1336	"	9/18/37 to 10/18/37	250.00	
10/22/37	1524	"	10/18/37 to 11/18/37	250.00	
11/22/37	1692	"	11/18/37 to 12/18/37	250.00	1500.00

3' x 6' Telsmith Vibratory 2-deck Screen - SH-374

Inv. Date	Inv. No.	Rental Period	Per Month	
6/22/37	758	From 6/18/37 to 7/18/37	35.00	
7/21/37	937	" 7/18/37 to 8/18/37	35.00	
8/21/37	1142	" 8/18/37 to 9/18/37	35.00	
9/22/37	1336	" 9/18/37 to 10/18/37	35.00	
10/22/37	1524	" 10/18/37 to 11/1/37	15.11	155.11

42" x 12' Symons 2-deck Vibratory Screen #240

Inv. Date	Inv. No.	Rental Period	Per Month	
6/22/37	758	From 6/18/37 to 7/18/37	500.00	
7/21/37	937	" 7/18/37 to 8/18/37	500.00	
8/21/37	1142	" 8/18/37 to 9/18/37	500.00	1500.00
				16420.11

SCHEDULE "B"

GENERAL ACCOUNT
MEDFORD CONCRETE CONSTRUCTION COMPANY

						DEBITS	Total for Month
March 1937 Invoices							
Inv. #H-1324	Medford, Ore.						
HCC	Special Crusher Grease (25 lb. cans	2		.30 lb.	15.00	22.50	22.50
HCC	" Symons Screen Grease "	1		.20 lb.	7.50		
April 1937 Invoices							
Inv. H-2374	- Valley Falls, Ore.						
3x5'0" 2/16"	opening Flint Woven Wire Scree	72 pc.	30 sq. ft.	.65		19.50	
Inv. H-2644	Flint Woven Wire Screen 1 pc.						
	3'x5'0" 11/16 Clear		15' " "	.85		12.75	
Inv. H-2690	Section Flint Screen 1/2"		15'	.75		11.25	
	" " " 3/4"		15'	.90		13.50	
	Extra screen tray, upper		1			15.00	
						39.75	72.00
May 1937 Invoices	- Medford						
Inv. H-2925	2-126 Oil Ring	1			7.50		
	2-127 " wiper ring	1			60.00	67.50	67.50
June 1937 Invoices	- Valley Falls, Ore.						
Inv. H-3969	2 pc. 3'x5'0" 1¼" Opening		30 sq. ft.	.90	27.00		
	Screen tray, Symons Vib.		1		20.00		
	2 pc. 3/15" x 8" x 10' Steelplate		1		6.73		
						53.73	
Inv. H-4254	Flint Wire Screen Cloth						
	2-1/4" Opening 3x8'		24'	1.05		25.20	
Inv. H-4326	Flat Mild Steel Bars 3/8x2½x8		2			4.08	
Inv. H-4354	2-125 Oil Wiper	1			81.00		
	2-126 Oil Ring	1			7.50		
	2-127 Oil Wiper ring	1			60.00	148.50	
Inv. H-4531	Lakeview, Ore.						
	42" x 72" 3/4" Opening	1 pc.	21 sq. ft.	.90	18.90		
	42" x 72" 7/16" "	1 "	21 " "	.70	14.70		
	42" x 72" 1/2" "	1 "	21 " "	.75	15.75		
	42" x 72" 11/16" "	1 "	21 " "	.85	17.85		
	42" x 72" 1/4" "	2"	42 " "	.70	29.40	96.60	
							328.11
July 1937 Invoices	- Valley Falls, Ore.						
Inv. H-4993	1 pc. 3' x3' 3/16" Space					7.20	
	Flint Woven Wire Screen		9'	.80			
Inv. H-5021	2 pc. 3' x3' 1" Space		18'	1.00	18.00		
	1 pc. 3' x 8' 1½" "		24'	.95	22.80	40.80	
Inv. H-5601	Medford						
	50' length, coupled, 3/4" air hose	2 pcs.		22.50	44.00		
	2' " 7/8" Hollow Hex	4		2.65	10.60		
	3' " " " "	4		3.15	12.60		
	4' " " " "	4		3.65	14.60		
	5' " " " "	4		4.15	16.60		
	6' " " " "	4		4.60	18.40		
	8' " " " "	4		5.60	22.40		
	10' " " " "	4		6.60	26.40		
	12' " " " "	4		7.60	30.40	196.00	

Inv. H-5602	Medford					
	Timken rock bits 2-1/4" face	12	.37	4.44		
	same 2-1/8"	12	.34	4.08		
	" 2"	12	.34	4.08		
	" 1-7/8"	12	.34	4.08		
	" 1-3/4"	12	.33	3.96		
	" 1-5/8"	12	.33	3.96	24.60	
Inv. H-5690	3x4' 3/4" Space Flint Screen	12 sq. ft.	.90		10.80	
H-5716	3½'x6' 7/16" Holes " "	21 " "	.70		14.70	
Inv. H-5928 - Lakeview, Ore.						
	2 pc. 3x4 13/16 Flint Screen	24'	.90		21.60	
						315.70
AUGUST 1937 Invoices - Valley Falls, Ore.						
Inv. H-6718	7/8" HH x 24" Timken Drill Rods	2 pc.	2.65		7.95	
Inv. H-7153	60' Length 3/4" Air Hose cpled	1		26.40		
	3/4" Shut Off Valve	1		4.60		
	Four Way minifold	1		1.50		
	14' 7/8" Timken Drill Steel	2	8.60	17.20		
	Timken Bit, (Secondary)	6	.34	2.04		
	" starter bits	2	.43 24.340	.86	9.74	
	20' 2" iron pipe / - - - - - - Sulphur	100 lb.		3.00		
	Ret. Freight on grinder			.99		
					66.33	
Inv. H-7192	14 Upper brg. shells	2	65.00	130.00		
	#15 Lower "	2	65.00	130.00		
	#35 Tension rod springs	1		6.00	266.00	
						340.28
SEPT. 1937 Invoices						
Inv. H-1250	3/4" Air hose coupled	50'		22.00		
	Timken bits 3/8" 2"	20	.34	6.80		
	" " 1½"	10	.32	3.20	32.00	32.00
OCTOBER 1937 Invoices						
Inv. I-1428	3/4" Air hose coupled	50'		22.00		
	Timken rock bits (2nd) 2"	15	.34	5.10		
	" " " " 2-1/8"	15	.34	5.10		
	V-belts 3x10 Symons Vib. screen (4)	1 set		8.00	40.20	
Inv. 8730	Drill steel 7/8" 14" long	1			8.60	
Inv. 8985	Lower Eccentric shaft brg.	2	65.00	130.00		
	1 pc. 3/8" HH x 16' Drill rod	1		9.60		
	6 pc. 7/8" " x 2' "	6	2.65	15.90	155.50	
Inv. 9022-H	2¼" B. Timken Bits	50	.37	18.50		
	2-1/8" " "	50	.34	17.00		
	2" " "	50	34	17.00	52.50	256.80
January 1938 Invoices						
Inv. 0038	B-45390 Cutting edge for 1½ Yd.					
	Sauerman Bucket	1		69.80		
	Rosin	25 lb.		3.50	73.30	73.30
						1508.19

Endorsed: File No. 2824
Filed December 16, 1938
EARL SNELL, Secretary of State

RECEIVED
DEC 23 1938
FOR FILING
12-1003

#1943

December 23, 1938

Mr. Frank P. Farrell,
Attorney at Law,
Medford, Oregon.

Dear Sir:

Reference is made to your letter of December 21st concerning contract of the Medford Concrete Construction Company, our No. 1943, for the construction of the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Lake and Harney Counties.

You are advised that this contract was completed July [illegible], 1938, and was accepted August 30, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FRANK P. FARRELL
ATTORNEY AT LAW
PHONE 338
MEDFORD, OREGON

RECEIVED
DEC 22 1938
OREGON
STATE HIGHWAY COMMISSION

December 21, 1938

State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise me the date of completion and acceptance of contract of Medford Concrete Construction Company under its Lakeview-Burns & Fremont Highway, Valley Falls-Cinder Butte Section Project No. 2096, Contract No. 1943, which I understand was completed about July 20th.

Yours very truly,

F P Farrell

F. P. Farrell

FPF:R

Jim
prepare answer
[illegible]

#1943

RECEIVED
DEC 22 1938
FOR FILING

13-1009

December 21, 1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1943, for the construction of the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Lake and Harney Counties, has been completed by the contractors, Medford Concrete Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 31, 1938.

You are advised that the State has been advised of the following claims against this contract: Timber Products Company $3,070.25, for material: Burns Machine Shop $3.70 for supplies: Howard-Cooper Corporation, amount not stated, for equipment rental. You are advised that the State assumes no responsibility for any of the above claims, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $65,215.58, including the final payment. Of this amount $1,116.26 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 2 1938
FOR FILING

13-1009

December 1, 1938

IN REPLY PLEASE REFER TO FILE NO.
3-c

Mr. S. H. Probert,
Office Engineer
OFFICE

NOTED
Asst. State Highway Engineer

Dear Sir:

The State Highway Commission at its last meeting considered the matter of reducing the penalty imposed on the Medford Concrete Construction Company for failure to complete its contract for furnishing rock for the Cinder Butte-Valley Falls project in Lake and Harney Counties within the specified time limit. The Engineer recommended that the penalty heretofore charged the contractors be reduced 50 per cent. The Commission approved the recommendation unanimously.

Yours very truly,

Secretary

HBG:MC

cc - R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 28th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. [illegible] Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Attached please find statement of the payroll charges for Contract No. 1943, Valley Falls-Cinder Butte Section. This is the amount which theoretically would be assessed against the contractor for the overrun of his time limit. It is desired, however, to reduce this amount to approximately $1,475.00.

Will you kindly revise this statement eliminating such items as could possibly be charged against other construction work and re-submitting a detail statement of payroll charges similar to that, totaling $1,475.00. Also, advise the accounts to which we should charge the $691.20 which you are eliminating.

Please do this immediately as the final estimate has been held up for sometime pending a settlement of these payroll charges.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: R. H. Baldock ✓

RECEIVED
OCT 20 1938
FOR FILING
13-1009

October 20, 1938

Mr. Maurice E. Eben
Attorney at Law
Suite 1206 Porter Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 19, concerning the Medford Concrete Construction Company Contract, No. 1943, Valley Falls-Cinder Butte Section, in Lake and Harney Counties, on the Lakeview-Burns and Fremont Highways.

You are advised that this contract was completed July 11, 1938, and was accepted by the Highway Commission on August 30, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

ATWATER 7661

ALLEN H. McCURTAIN
WILLIAM L. HARRISON
ASSOCIATES

MAURICE N. EBEN
LAWYER
SUITE 1206 PORTER BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938

October 19, 1938

Mr. H. B. Glasyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you kindly furnish me with information as to the completion date, and the date of acceptance, under the contract of Medford Concrete Construction Company, being contract No. 1943 for furnishing crushed materials in stock piles on Lakeview, Burns and Freemont Highway, in Lake and Harney Counties.

Thanking you for this information, I am

Yours very truly,

M.N. Eben

M. N. EBEN

MNE:AK

REFERRED TO
SECRETARY

Mr Baldock

#1943

RECEIVED
SEP 15 1938
FOR FILING

September 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Harner.

Gentlemen:

Reference is made to your letter of recent date concerning the Medford Concrete Construction Company Contract No. 1943, Valley Falls-Cinder Butte Section in Lake and Harney Counties.

You are advised that this contract was completed July 21, 1938, and was accepted August 30, 1938. The total amount paid the contractors to date is $64,668.76, and the retained percentage is $2,008.98.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1943
[illegible] + Hurney

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 19, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Oregon State Contract #1943
Medford Concrete Construction
Company

It is our understanding that this job has been completed. Will you please, therefore, furnish us with the dates of completion and acceptance.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS

July 21-
E - $66,668.82
R - $ 2,000.06
Pd - $64,668.76

RECEIVED
SEP 8 1938
FOR FILING

13-1009

#1843
1943

1

August 29, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of information to the effect that Howard-Cooper Corporation has a claim against Medford Concrete Construction Company, amount not stated, for the rental of tools and machinery to said company in connection with the performance of State Highway Contract No. 1843 for the furnishing of crushed materials on the Valley Falls-Cinder Butten Section of the Lakeview-Burns and Fremont highways in Lake and Harney Counties.

Inasmuch as you are surety for the Medford Construction Company on this contract, we are passing this information on to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MML

ete Construction Company

McFarland

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, D. I. Cooper, being first duly sworn, depose and say that I am the president of Howard-Cooper Corporation.

I further depose and say that Howard-Cooper Corporation furnished, on a rental contract, certain tools and machinery to Medford Concrete Construction Company, and which were used on Valley Falls Cinder Butte Section of Lakeview, Burns and Fremont Highway, in Lake and Harney Counties, Oregon, and that a consideration for such rental has not been paid to Howard-Cooper Corporation.

This affidavit is made pursuant to the terms of Section 49-702, Oregon Code, for the purpose of obtaining certified copy of the contract and bond of General Casualty Company of America, surety under said contract between Medford Concrete Construction Company, and State Highway Commission.

Subscribed and sworn to before me this 27th day of August, 1938.

Angeline Kriara
Notary Public for Oregon.
My Commission Expires: 6/28/41

RECEIVED
SEP 8 1938
FOR FILING

13-1009

August 17, 1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Medford Concrete Construction Company on Contract No. 1943, Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Lake and Harney Counties. This payment will be made on or after August 27, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

P.a.

Dict. by J. McFarland.

RECEIVED
AUG 17 1938
FOR FILING
13-1009

August 16, 1938

BURNS MACHINE SHOP
Burns, Oregon

Attention E. J. Curtis, Manager

Gentlemen:

We thank you for your letter of August 13, advising that your claim against the Medford Concrete Construction Company has been paid in full. It is suggested that you also advise the Secretary of State regarding the satisfaction of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

[illegible]
[illegible]

August 16, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received notice from the Burns Machine Shop to the effect that their claim against Medford Concrete Construction Company (for whom you are surety) in connection with the Valley Falls-Cinder Butte project on the Lakeview-Burns and Fremont Highways, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Medford Concrete Construction Company

EARL CURTIS

FRANK LOFFEL

Burns Machine Shop

Lathe Turning, Battery, Motor and Generator Repair
Belts, Pulleys, Shafting, Bearings

BURNS, OREGON

RECEIVED
AUG 16 1938
OREGON
STATE HIGHWAY COMMISSION

Aug. 13, 1938

Oregon State Highway Commission,
Salem,
Ore.

Gentlemen;

We wish to thank you for the data which you gave us in your letter of July 7 regarding our claim against the Medford Concrete Construction Co. It was of great value to us in the collection of our Claim.

We have received a check from the Co., and having received verification from the Bank, will say the account is closed. Again, we thank you,

We are,

Very truly yours,

Burns Machine Shop

by E. J. Curtis mgr.

REFERRED TO
ASST SECRETARY

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1938, 193

Section Valley Falls-Cinder Butte

Kind of work Rock Production

Highway Lakevie w-Burns & Fremont

Section prefix 13-1009

Contractor Medford Conc. Const. Co.

Contract number 1943

Date of contract Dec. 17, 1936, 193

Date of completion May 31, 1937, 193

Date work started Feb. 24, 1937, 193

Estimated date of completion , 193

Amount of contract $60,060.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $66,668.82

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $4550.00, 6.8 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Estimate completed this week to be shipped to the division office monday. Expect to go over job Tues day for final inspection of camp sites.

Signed Samuel J Walters

Address Bonanza, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			96.61		
Miles partially completed					
Miles completed			96.61		
Total estimated quantities			39,000		
Estimated quantities moved or placed to date			39,973		
Average daily quantities			80		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 1938, 193

Section Valley Falls-Cinder Butte

Highway Lakeview-Burns & Fremont

Contractor Medford Conc. Const. Co.

Date of contract Dec. 17, 1938, 193

Date work started Feb. 24, 1937, 193

Amount of contract $60,060.00

Kind of work Rock Production

Section prefix 13-1009

Contract number 1943

Date of completion May 31, 1937, 193

Estimated date of completion , 193

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $67,566.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $4440.00, 7.4 %

Date project was completed July 22, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Worked one day this week on records. Estimate to be completed and shipped next week. Camp sites should be cleaned up by next week.

AUG 1 1938

Signed Samuel J. Walters

Address Bonanza, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

9-19

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	*OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 29 1938
FOR FILING

RECEIVED
JUL 29 1938
STATE HIGHWAY COMMISSION

13-1009

July 28th
1938

Medford Concrete Construction Co.,
Medford
Oregon

Gentlemen:

Your Contract #1963, VALLEY FALLS-CINDER BUTTE section in Lake and Harney Counties carried the original expiration date of May 31, 1937. It was extended to November 1, 1937.

Will you please ask for an extension of the above contract to your actual time of completion and accompany your request with the consent of your surety?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. H. B. Glaisyer ✓

RECEIVED
JUL 22 1938
FOR FILING

13-1009.

#1943

July 21, 1938

Hon. Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of July 12, enclosing three copies of a notice of claim by Burns Machine Shop in the amount of $3.70 against Medford Concrete Construction Company for material furnished to above named company for use on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, being State Highway Contract No. 1943.

We have noted this claim in our records of this job and are today forwarding copies of the notice of claim to the contractors and their surety, General Casualty Company of America (Brisbine and Mansfield, General Agents, Portland).

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 21, 1938

GENERAL CASUALTY COMPANY OF AMERICA
    Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Burns Machine Shop in the amount of $3.70 against Medford Concrete Construction Company for material furnished said company for use on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, being State Highway Contract No. 1943.

Inasmuch as you are the surety named by the contractors on this job, we are enclosing for your information and attention one of the copies of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Medford Concrete Construction Company

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 13 1938
STATE HIGHWAY COMMISSION

July 12, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Burns Machine Shop for $3.70 against the bond taken from Medford Concrete Construction Company, principal, and General Casualty Company of America, surety, for work on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, contract No. 1943, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:Fm
encs. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare customary letter

COPY

BURNS MACHINE SHOP

Burns, Oregon

July 11, 1938

Mr. Earl Snell

Secretary of State

Salem, Ore.

In accordance with Chapter 280, Oregon Laws of 1931, we have this date notified the Medford Concrete Construction Company and their Surety, the General Casualty Company of America, that we have an unpaid Claim in connection with State Highway Contract No. 1943. This claim is for material furnished to the above named Company for use on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties.

Under Sec. 67-1101;

Notification:

To State of Oregon and/or Oregon State Highway Commission;

Notice is hereby given that the undersigned, Burns Machine Shop, has a claim for one piece of Cold Rolled Shafting in the sum of $3.70 against the bond taken from the General Casualty Company of America (Brisbane & mansfield, Agents) for the work of State Highway Contract No. 1943.

Burns Machine Shop

By E. J. Curtis, Mgr.

Endorsed: File No. 2809
Filed July 12, 1938
EARL SNELL
Secretary of State

#1943

RECEIVED
JUL 8 1938
FOR FILING
13-1009

July 7, 1938

BURNS MACHINE SHOP
Burns, Oregon

Attention E. J. Curtis, Manager

Gentlemen:

Replying to your inquiry of July 1 as to what procedure to follow to collect your claim of $3.70 against Medford Concrete Construction Company in connection with the furnishing of crushed materials on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, State Highway Contract No. 1943, advise as follows:

Notify the contractors and their surety, the General Casualty Company of America, for whom Brisbine and Mansfield are agents, with offices in the Lewis Building, Portland. We are today doing the same. Then, in order to further protect your claim in case you do not secure satisfaction through the surety, you should also notify the Secretary of State, in form substantially as suggested on the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from Burns Machine Shop of their claim against Medford Concrete Construction Company in the amount of $3.70 in connection with State Highway Contract No. 1943 for the furnishing of crushed materials on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties.

Inasmuch as you are surety for these contractors in connection with this job, we are notifying you of this claim with the request that you give it your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Medford Concrete Construction Company

EARL CURTIS

FRANK LOFFEL

Burns Machine Shop

Lathe Turning, Battery, Motor and Generator Repair
Belts, Pulleys, Shafting, Bearings

BURNS, OREGON

RECEIVED
[illegible] - 1938
OREGON
STATE HIGHWAY COMMISSION

July 1, 1938

Oregon State Highway Commission
Salem,
Ore.

Gentlemen:

We are writing you concerning the Medford Concrete Construction Co., a concern having a contract on the Highway near Wagontire, Ore.

One of their employees took a bill of goods on May 21 st and after sending a statement for the bill and receiving no returns, we made inquiries, and were told that the Co. was bankrupt. We have the original of the Invoice, signed by the man, who received the bill of goods.
^ J. N. Conley

Will you kindly inform us as to the necessary procedure for collection? As the amount is small (3.70) we can not sue

We are,

Very truly yours,

Burns Machine Shop

by E. J. Curtis mgr.

#1943

RECEIVED
MAY

13-1009

May 2, 1938

Mr. Frank P. Farrell
Attorney at Law
Medford, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 30 transmitting notice of claim of the Timber Products Company against the Medford Concrete Construction Company, same being in the sum of $3,070.25 representing materials and supplies furnished the Medford Concrete Construction Company in connection with its contract with the State Highway Commission for furnishing crushed materials in stock piles for the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, Oregon, being designated as state highway contract No. 1943.

I am today notifying the General Casualty Company of America that your claim has been filed. The records disclose that this company wrote the bond furnished by the contractor in this particular instance.

As requested, I am inclosing receipt acknowledging the notice.

Very truly yours,

Secretary

HBG:AM

May 2, 1938

General Casualty Company of America
Brisbine & Mansfield, General Agents
Lewis Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised by Frank P. Farrell, Attorney at Law, Medford, Oregon, of the claim of the Timber Products Company against the Medford Concrete Construction Company, same being in the sum of $3,070.25 and representing materials and supplies furnished the Medford Concrete Construction Company in connection with its contract with the State Highway Commission for furnishing crushed materials in stock piles for the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, contract No. 1943.

This information is being given you inasmuch as you appear surety on the bond furnished by the Medford Concrete Construction Company in connection with this contract.

Very truly yours,

Secretary

HBG:AM

cc - Medford Concrete Construction Co.
1320 North Riverside
Medford, Oregon

RECEIVED
MAY 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

FRANK P. FARRELL
ATTORNEY AT LAW
PHONE [illegible]
MEDFORD, OREGON

April 30, 1938

State Highway Commission,
Salem, O regon.

Attention Mr. Baldock:

Dear Sir:

Re: Your Contract No. 1943 - Medford Concrete Construction Co.

I am enclosing herewith the statutory notice of claim against bond of Timber Products Company, which is self-explanatory.

Will you kindly acknowledge receipt of this notice.

Very truly yours,

FPFarrell
F. P. Farrell

FPF:L
Enc. Notice

April 30th, 1938

To State of Oregon and its
State Highway Commission,
Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Timber Products Company, an Oregon corporation, having its principal place of business at the City of Medford, Jackson County, Oregon, has a claim for materials and supplies consisting of lumber, powder, fuse, caps and like supplies furnished in the sum of $3070.25 against the bond taken from Medford Concrete Construction Co., as principal, and General Casualty Co. of America as surety, for the work of furnishing 39,000 cubic yards of crushed materials in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview, Burns and Freemont Highway in Lake and Harney County, Oregon, by said Medford Concrete Construction Co., under Contract 1943 with Oregon State Highway Commission, being Project No. 2096.

TIMBER PRODUCTS COMPANY,

By Floyd Hart.
Manager

#1943

RECEIVED
APR 22 1938

13-1009

April 21, 1938

Mr. Maurice E. Eben
Suite 1206 Porter Bldg.
Portland, Oregon

Dear Sir:

This acknowledges your letter of April 20 advising of the claim of the Howard-Cooper Corporation against the Medford Concrete Construction Company, contractors for furnishing crushed materials in stock pile for the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties, State Highway Contract No. 1943.

We note your request for a certified copy of the contract and bond. This is going forward to you today under separate cover. We will expect you to furnish us with an affidavit of the claim of the Howard-Cooper Corporation as required by statute, such affidavit to be furnished us within the next few days. There is no charge for this service.

A form of notice of claim to be filed with the Secretary of State is substantially as shown in Chapter 280, Laws of Oregon for 1931, which law you are familiar with no doubt.

Very truly yours,

HBG:AM

Secretary

PHONE ATWATER 7601

ALLEN H. MCCURTAIN
WILLIAM L. HARRISON
ASSOCIATES

MAURICE N. EBEN
LAWYER
SUITE 1206 PORTER BUILDING
PORTLAND, OREGON

RECEIVED
21 1938
STATE HIGHWAY COMMISSION

April 20, 1938

Oregon State Highway Commission,
Salem, Oregon.

Re: Valley Falls, Cinder Butte Section, Lake View, Burns and Fremont Highway, in Lake and Harney Counties.

Gentlemen:

Howard-Cooper Corporation has a substantial claim for rental against Medford Concrete Construction Company, who we understand to be the contracter, in connection with the above described highway improvement, and General Casualty Company of America, its surety.

The Howard-Cooper Corporation desires a copy of the bond and contract, as provided for under Section 47-702 of the Oregon Code.

Will you kindly advise as to the amount of fees, if any, required, and whether or not you prefer the application to be made on forms from your office, or simply under the terms of the statute.

If I have not addressed this communication to the "proper officer in charge of such contract," as provided by the statute, I will appreciate your turning it over to such party.

Yours very truly,

M N Eben
M. N. Eben

MNE:AK

ANSWERED
H. B. G.

#1943

RECEIVED
APR 12 1938
FOR FILING

13-1[illegible]

April 9, 1938

Mr. Frank P. Farrell
Attorney at Law
Medford, Oregon

Dear Sir:

This acknowledges your letter of April 1, enclosing affidavit of Bruce H. Bauer on behalf of Timber Products Company, setting forth claim of said company against Medford Concrete Construction Company in connection with the performance of Oregon State Highway Contract No. 1943 for the furnishing of crushed rock in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview-Burns Highway, in Lake and Harney Counties.

We are noting this claim in our records of this job, and notifying the contractor and surety thereof. We would suggest, that, if you have not already done so, you also notify the Secretary of State, to more fully protect your claim, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

In accordance with your request, a certified copy of Contract No. 1943 will be promptly sent you.

report it [illegible]

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

REFERRED TO
McFarland
BY SECRETARY

MBL

April 9, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice of claim by Timber Products Company, in the amount of $3,070.25, against Medford Concrete Construction Company, for materials furnished by them in connection with the performance of Oregon State Highway Contract No. 1943 for the furnishing of crushed rock in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview-Burns Highway, in Lake and Harney Counties.

Inasmuch as you are the surety company named by the contractor, we are notifying you of this claim, with the request that it receive your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MDL
cc - Medford Concrete Construction Company
1320 N. Riverside
Medford, Oregon

RECEIVED
APR 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

FRANK P. FARRELL
ATTORNEY AT LAW
PHONE [illegible]
MEDFORD, OREGON

April 1, 1938

1943
[illegible]
[illegible]

State Highway Commission,
Salem, Oregon.

In re: Timber Products Co.
claim against Medford Concrete Construction Co.

Dear Sir:

Attention Mr. Baldock:

I hand you herewith affidavit of Bruce H. Bauer on behalf of Timber Products Company of this City, which affidavit is self-explanatory, and which I trust is sufficient, both under Sections 67-1101 and 49-701, Oregon Code 1930.

Application is hereby made on behalf of Timber Products Company for a certified copy of the contract mentioned in the aforementioned affidavit, and a certified copy of the bond of Medford Concrete Construction Company.

Trusting that this application is in order, I am,

Very truly yours,

F P Farrell

F. P. Farrell

FPF:L
Enc. Affidavit

AFFIDAVIT

STATE OF OREGON,)
) ss
COUNTY OF JACKSON.)

I, BRUCE H. BAUER, being first duly sworn, on oath depose and say:

That I am the Retail Sales Manager of Timber Products Company, an Oregon corporation, having its principal office and place of business in the City of Medford, Oregon, and conducting thereat the business of sale of building materials and supplies at retail.

That I make this affidavit for and on behalf of said corporation, and that the facts herein set forth are true of my own knowledge and belief; that between the 14th day of May, 1937 and the 29th day of December, 1937, said Timber P roducts Company, at the special instance and request of Medford Concrete Construction Company, furnished and delivered to said Medford Concrete Construction Company materials consisting of lumber, powder, electric caps, fuses and other like materials, all in the quantities, at the times and in kind as set forth in the attached statement thereof, which said statement is designated as Exhibit "A" hereto, and by reference incorporated in and made a part of this affidavit; that said lumber, materials and supplies, as aforesaid, were furnished by said Timber Products Company to Medford Concrete Construction Company for use, and were used by said Medford Concrete Construction Company in the performance of the contract between State Highway Commission of the State of Oregon, and said Medford Concrete Construction Company for the furnishing by said Medford Concrete Construction Company of crushed rock in stock piles for use in connection with the construction of the Valley Falls Cinder Butte section of the Lakeview-Burns Highway, being Oregon State Highway Project No. 1943.

That payment for said materials and supplies has not been made to Timber Products Company by Medford Concrete Construction,Company, or any person or corporation on its behalf, save and except credits in the amount of $794.72, and there is now due, owing and unpaid therefor from said Medford Concrete Construction Company, after deducting credits in the amount of $794.72, the sum of $3070.25; that the agreed and reasonable value of said materials and supplies so furnished, as aforesaid, was the sum of $3864.98.

Bruce Bauss

Subscribed and sworn to before me this 7th. day of April, 1938.

Notary Public for Oregon.
My Commission expires: Feb'y 10, 1940

Medford Concrete Construction Co. March 9, 1938
Medford,
Oregon

Valley Falls

Page 1.

8/14/37-29738	8 Pcs	2x12-18	Rough Fir	432'				
	8 "	2x12-20	" "	160'				
	6 "	6x6-20	" "	430'				
	1 "	6x6-18	" "	54'				
	3 "	6x8-22	" "	264'				
	8 "	2x8-16	" "	128'	1898' @	22.00	$ [illegible]	
8/20/37-29782	30 Pcs	6x6-20	Rough Fir	1200'				
	6 "	6x8-16	" "	384'				
	50 "	2x12-20	" "	2000'				
	16 "	2x12-18	" "	864'				
	20 "	6x6-16	" "	213'				
	20 "	2x6-16	" "	320'	4981'	22.00	109.58	
9/10/37-29980	4 Cases	40%-7/8"	Special Gelatin			17.25	69.00	
	1 Roll		Bear Brand Fuse				.82	
	1 Box	#6	Caps				1.81	
	By Check					Cr		180.55
9/1/37-[illegible]	500 Lbs	16'	Electric Caps			11.40	57.00	
	1000	No. 6	Caps				18.10	
	2000 Lbs	7/8"-60%	L. F. Extra			14.25	285.00	
	3000 "	No.4	Flodyn			13.00	390.00	
	3000 "	No.6	"			13.75	412.50	
	2 Pcs	1-1/8"-16'	Round	32 lin		.04	1.28	
	5 Rolls		Connect Wire			[illegible]	6.00	
9/24/37-32888	500	4'	E.B.Caps			8.40	42.00	
8/24/37-14829-R	Returned:							
	25 Cases		#2 Flodyn			Cr 11.50		479.13
	6 "		" (Damaged)			Cr 9.25		57.00
8/28/37-331,102	3 Cases-400 lbs		7/8"-40% Spec. Gel			12.50	50.00	
	3 tons 6000 "		Flodyn #2			11.25	675.00	
	5 M		Dreadnaught Fuse			7.80	39.00	
	1 M		Bear Brand Fuse				8.20	
	500	#6	E.B. Caps			9.90	49.50	
	1000	#6	Blasting Caps				17.10	
	6 Spools		Con Wire			.60	3.60	
	2-250'		Coils Lead wire	500'		.03	15.00	
9/30/37-33111	500	4'	Electric Caps			8.40	42.00	
9/8/37-32805	800	#6	Blasting Caps			18.10	14.48	
	500	4'	Electric Caps			8.40	42.00	
9/12/37-33728	1000	#6	Blasting Caps			18.10	18.10	
	1000	4'	Electric Caps			8.40	84.00	
	3 Rolls		Con Wire			.75	2.25	
9/13/37-33746	1000'		Black Sequoia Fuse				7.55	

"Exhibit A"

Medford Concrete Construction Co.   March 9, 1938
Medford,
Oregon

Valley Falls

9/24/37-[illegible]	1000'			Black Sequoia Fuse		$ 7.25	
	1000'		6'	Electric Caps	@ 3.00	30.00	
10/4/37-34495	5	Rolls		Connecting Wire	.75	3.75	
	1	"		Bear Brand Fuse		6.50	
	5000Ft			Dreadnaught Fuse	7.50	37.50	
	950		6'	Electric Caps	8.90	84.55	
	3000		#6	Blasting Caps	13.10	34.30	
10/8/37-34704	40	Cases-2000#		60% L.F.Extra	15.75	315.00	
	1	"	12'	Round		.75	
10/11/37-15224-R	9	Gallons		Gas	Cr		2.07
10/20/37-35037	2000		8'	Electric Caps	9.40	188.00	
	2000		#6	Caps	10.10	36.20	
	2000			Dreadnaught Fuse	8.10	16.20	
10/26/37-35266	250		12'	Electric Caps	11.90	29.75	
11/3/37-35432	500		12'	Electric "	11.90	59.50	
12/16/37-36706	40	Cases		7/8"-60% Spec. Gel	16.75	335.00	
12/29/37-37258	350		8'	Electric Caps	9.40	32.90	
	1850		10'	" "	9.90	183.15	
	5000	Ft		Dreadnaught Fuse	7.50	37.50	
1/10/38		By Check			Cr		96.96
						2,864.98	
				Less Credits		794.73	
					$	2070.25	

RECEIVED
APR

13-1009

April 1, 1938

Wilbur, Beckett, Howell & Oppenheimer
Attorneys at Law
Board of Trade Building
Portland, Oregon

Attention: C. N. Souther

Gentlemen:

Responding to your request of March 31 I am handing you herewith a copy of the assignment given by the Medford Concrete Construction Co. to Calvin N. Souther, being an assignment of all moneys due or to become due on their contract No. 1943 for furnishing crushed materials in stock piles on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways.

Very truly yours,

HBG:AM

Secretary

R. W. WILBUR
H. P. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
APR 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

Mar. 31, 1938.

Oregon State Highway Commission,

Salem, Oregon.

Attention Mr.H.B.Glaisyer,Sec'y.

Gentlemen:

I have just received a letter dated March 30, 1938, signed by R.H.Baldock, State Engineer, enclosing check in the amount of $4330.35 in favor of Medford Concrete Construction Co. and assigned to me.

I would appreciate it very much if you would send me one of the assignments, which was signed by the Medford Concrete Construction Co.,by return mail. The bank where these funds have been deposited has requested this assignment.

Very truly yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Calvin N. Souther

CNS/P

ANSWERED
H. B. G.

Baldock

March 27th, 1938

[illegible]
FOR FILING

13-1009

NOTED
State Highway Engineer

Cost Analysis to March 10th, 1938

Lakeview-Burns & Fremont Highways
Valley Falls-Cinder Butte Section
Rock Production
Contract 1943   Prefix 13-1009
Medford Concrete Construction Co., Contractors
S. F. Walters, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3/4" - ½" Rock in S.P.	$46,004.99	16,597.9	cu. yd.	2.77	1.54	$25,560.77
½" - ¼" " " "	26,306.60	9,491	" "	2.77	1.54	14,616.14
¼" - 0" " " "	19,116.49	6,897	" "	2.77	1.54	10,621.38
¼" - 0" Screen Rejections	563.10	2,252.4	" "		0.25	563.10
Haul on " "	117.70	1,177	yd. mi.		0.10	117.70
Gravel Rejects PA #1	3,014.74	30,147.4	cu. yd.		0.10	3,014.74
Force Account	1,116.26					1,116.26
Haul Adjustment	497.90	4,979	yd. mi.		0.10	497.90
	$96,737.78					$56,107.99

Total Cost	$96,737.78
Gross Revenue	56,107.99
Net Loss	$40,629.79

Net Loss Equals 72% of Gross Earned

Valley Falls-Cinder Butte

Detail of Cost

Labor:		
Supervision	$2,726.65	
Labor	29,709.47	
State Industrial Accident Insurance	2,970.04	
Social Security & Unemployment Insurance	981.54	
		$36,387.70
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$24,125.00	
Gas, Oil & Grease	12,862.63	
Small Tools, Repairs & Misc.	16,361.99	
Lumber	2,221.75	
P.U.C.&Licenses	1,385.04	
Freight	1,014.29	
Overhead Expense	1,818.30	
Bond	561.08	
		$60,350.08
Total Cost		$96,737.78

REMARKS:

This contract consists of the production of 39,000 cubic yards of crushed material to be deposited in stockpiles located along 96 miles of roadway. It was specified that 13,600 cubic yards should be crushed ledge rock for the portion of the contract north of M.P. 40 on the Lakeview-Burns Highway, while the remaining material could be manufactured from suitable rock or gravel obtainable from deposits adjacent to the highway. To date about 85% of the required quantity has been produced, leaving about 6,000 cubic yards of ledge rock to be crushed.

The contract was bid December 17th, 1936, and on February 24th, 1937, the contractor moved in and started erecting a camp and plant at M.P. 85.8, which is just north of Valley Falls. On April 5th, the plant started producing crushed gravel and operated until June 21st, when a broken screen forced a shutdown, and as only 300 cubic yards more were to be gotten from this set-up, it was deemed more economical to move and get the plant set up in the gravel deposit at M.P. 66.8 than wait for the new screen to be brought in. Operations at the second set-up started June 29th, and finished August 7th. On August 2nd, an additional plant of small capacity, which the contractor brought in, was put in operation in gravel pit at M.P. 48.2 and finished October 23rd. On September 1st, the plant which had been moved in from set-up #2 to set-up #4 at M.P. 31.2, was put in operation, and to January 15th, 1938, at which time operations were discontinued for the duration of the winter, only about 7,000 cubic yards had been produced from this set-up.

On the three set-ups in gravel deposits, an exceptionally large amount of scalp rejections were encountered, which tended to decrease production. The material for the 4th set-up is being obtained from quarry opened up in face of a rock cliff of about 50 feet in height. The material has been breaking large. Instead of opening up quarry on a very narrow section of the cliff face and drilling and loading enough area so that the rock to be shot could have some confinement, the contractor with the aid of inexperienced help opened the quarry on a wide face and shot small rounds of holes, which resulted in very little fragmentation. The contractor also should have allowed himself ample time to have had several thousand yards of shot rock before proceeding to set up the plant, and the quarry should have been in such a shape that it could have been shot with only moderate caution after the plant was built. Since the plant started operating, there has been only a few hundred yards of rock shot ahead, which has caused the contractor to have to use extreme caution in shooting, in order not to inflict damage to plant which is located a couple of hundred feet distant. This factor has contributed somewhat to the poor fragmentation of the shot rock. Although the rock has been breaking large, the contractor has been using a dragline hoist and has found it difficult to keep the plant supplied with rock.

This job was bid by the Medford Concrete Construction Co. in partnership with R. I. Stuart & Sons. The partnership, however, lasted only a few weeks, for the Medford Concrete Construction Co. deemed it expedient to dissolve the association and work singly. The contractors lacked experience

Remarks - Continued

and this coupled with a low bid has resulted in an abnormally high percent of loss. Martin Conley has been contacted in regard to the production of the remaining 6 to 7 thousand cubic yards of the contract.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#194

13-1007

March 19, 1938

REFERRED TO Mr [illegible] BY SECRETARY

file in contract

Wilbur, Beckett, Howell & Oppenheimer
Attorneys at Law
Board of Trade Building
Portland, Oregon

Attention: Calvin N. Souther

Gentlemen:

This acknowledges receipt of your letter of March 18 transmitting five signed copies of a form of assignment whereby the Medford Concrete Construction Company assigns to Calvin N. Souther of Portland, Oregon, all moneys due or to become due the company on its contract No. 1943 with the State Highway Commission for furnishing crushed materials in stock piles for the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties.

The assignment appears to be in proper form and we note that the General Casualty Company of America, surety on the bond furnished by the contractor in connection with this job, has approved the assignment. Accordingly, I shall be pleased to honor the same and hereafter will forward all warrants due and payable the contractor in connection with this job to Mr. Souther as provided by the assignment.

I am advised by our auditor that a voucher in the amount of $4,330.35, covering payment for work performed by the Medford Concrete Construction Company during the period January 10 to March 10, 1938, is now in process of payment, the voucher having been sent to the Medford Concrete Construction Company on March 16, 1938, for acceptance. The warrant, when issued, will be made out in favor of the Medford Concrete Construction Company assigned to Calvin N. Souther and will be mailed direct to Mr. Souther.

Very truly yours,

HBG:AM

Secretary

cc - Brisbine & Mansfield

cc - Medford Concrete Construction Co.

cc - Carl Smith

[illegible] copy [illegible]
[illegible] assignment filed in
[illegible] -3-21-38

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 19 1938
OREGON
STATE HIGHWAY COMMISSION

March 18, 1938.

Oregon State Highway Commission,

Salem, Oregon.

Dear Sir: Attention Mr. H.B.Glaisyer.

Your letter of March 7th,1938, addressed to the Medford Concrete Construction Company, has been handed to me by Mr. Mansfield, who has furnished me with your forms for assignment of claim.

The Medford Concrete Construction Company has made the assignment to me and I enclose herewith five copies of this assignment, each of which has been signed by the Medford Concrete Construction Co. and approved by the General Casualty Company of America.

I trust you will find these in order and I would appreciate it very much if you would mail all payments to me. I understood from Mr. Mansfield that a substantial payment would be made this coming week.

Please let me hear from you.

Sincerely yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Calvin N. Souther

CNS/P

Enc.

ACKNOWLEDGED
H. B. GLAISYER

NOTED MAR 19 '38
CARL F. SMITH
AUDITOR

#1943

FOR FILING
13-1009

March 7, 1938

Medford Concrete Construction Company,

Medford, Oregon.

Gentlemen:

There has been handed to me for my attention an assignment made by the Medford Concrete Construction Company to the First National Bank, Medford Branch, Medford, Oregon, of funds, estimates, payments and allowances for work done under state highway contract No. 1943. This assignment does not conform to the requirements of the Highway Commission for the reason that it is an unqualified assignment and puts the funds beyond the reach of the Commission and beyond the reach of both labor and materialmen. As I understand the law, this cannot be done.

I am inclosing a form of assignment which is the form approved by the Highway Commission and which makes the assignment subject to the paramount and superior rights of the State in the funds and also subject to the superior rights of labor and materialmen. If you will execute all of the copies of the assignment which I am inclosing and return them to this office I will bring the matter to the attention of the Commission for consideration, and if the Commission approves the assignment, one copy will be returned to you to be attached to the original copy of the contract, one copy will go to the bank and there will also be a copy inclosed for the surety company. Please have the surety company approve the assignment.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc First National Bank, Medford Branch,
Medford, Oregon.

REFERRED TO
BY SECRETARY

watch for it

RECEIVED
[illegible] - 1938
OREGON
STATE HIGHWAY COMMISSION

Medford, Oregon
March 3, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract #1943 - Contract for furnishing crushed materials in stockpiles on Valley Falls-Cinder Butte Section on Lakeview-Burns and Fremont Highways in Lake and Harney Counties

In connection with our above captioned contract, we hereby assign all estimates, payments and allowances for work done on said contract to the "Cinder Butte Account of the Medford Concrete Construction Company" in the First National Bank, Medford Branch, Medford, Oregon.

Will you kindly make all checks and/or payments in connection with the above contract payable to the "Cinder Butte Account of the Medford Concrete Construction Company" and forward such checks directly to the First National Bank, Medford Branch, Medford, Oregon.

Please acknowledge receipt of this notice and send copy of your acknowledgment to Brisbine & Mansfield, Agents, General Casualty Company of America, 310 Lewis Building, Portland, Oregon.

Yours very truly

MEDFORD CONCRETE CONSTRUCTION COMPANY

BY C J Semon
President

Attest:
Secretary

We, as surety on the bond covering the above captioned contract, hereby consent to the above assignment.

GENERAL CASUALTY COMPANY OF AMERICA

BY Chas A. Mansfield
CHAS A. MANSFIELD, ATTY-IN-FACT

March 4, 1938

Mr. Glaisyer:

This contract (#1943) was awarded to the Medford Concrete Construction Co., on Dec, 17, 1936. The original date of completion was May 31, 1937, and it was extended to Nov, 1, 1937 and will have to be extended again. The extention was granted with full engineering penalty from the original date of completion. An oiling job had to be held over on account of the proper amount of material not being ready on time. This also caused additional maintenance of between $1,000 and $2,000 on the section in question.

The total amount earned to Jan, 10th is $51,777.64 - retained $3,894.13 - Paid to date $47,883.51. Last estimate was for #9, work performed to Jan, 10th - amt. $979.44, warrant mailed Jan, 28th. There was no payment for February. The contract was approximately 86% complete on Jan, 10, 1938.

J. McFarland.

P. S. We have no record of outstanding claims against the job.

told to [illegible]

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 7th, 1938

13-1009

Mr. W. L. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the Medford Concrete Construction Company's Valley Falls-Cinder Butte job in Lake and Harney Counties, please send in a price agreement to cover the 1" - 0 material which was removed prior to crushing and piled on State property convenient of access. We agreed to pay the contractor 10 cents per yard for this material, and measurements should be made and estimates turned in at the next monthly estimate for those set-ups which have been completed.

You may also allow him for the ¼" - ½" material which was produced in excess of the contract requirements at certain set-ups. I understand there is approximately 2,000 yards of this material, which will be paid for at the contract price, but the Authority for Additional Expenditure should be submitted for these two items.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
S. F. Walters

NOTED
State Highway Engineer

FORM 8-94 10M 6-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

13-1009

January 29th, 1936

Medford Concrete Construction Co.
Medford, Oregon

Attention: Mr. Seaman.

Dear Sir:

The weekly reports indicate that you have suspended operations on the Yellowstone Highway south of Burns, contract #1945.

We are under contract to Bebler Bros. for the oiling of this road, a portion of which was done last fall, and we wish to finish the work as soon as possible in the spring. It is, therefore, important that you have this rock produced for early spring oiling.

I was sorry to have missed you in Medford last week, but thought arrangements had been made for you to stop in Salem on your way home. Will you kindly advise your intentions in the matter.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED

FORM 2-D-1 2M 2-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

13-1009

January 25th
1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith copy of letter from Mr. S. F. Walters concerning the Medford Concrete Construction Company's project on the Yellowstone Highway south of Burns, Contract No. 1945.

It is quite imperative that this work be reopened in the very near future so that we will have material on the ground when it is needed for oiling. There is something like 6,000 yards yet to be produced on this contract.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

WEC:f

Encl.
cc-Mr. R. H. Baldock ✓

RECEIVED
DEC 28 1937
FOR FILING

13-1009

December 27, 1937

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon

Attention: Frank J. Hurner,
Division Credit Manager

Gentlemen:

Replying to your letter of December 23, in regard to the Medford Concrete Construction Company's contract No. 1943 covering the Valley Falls-Cinder Butte Rock Production Project, wish to say that we do not anticipate that this job will be completed before May 31, 1938. According to our records, we have paid to the contractor to date the sum of $46,904.07.

Yours very truly,

MNG:MC

Secretary

~~[illegible] - [illegible]~~

Cont # 1943 - Valley Falls -
Cinder Butte Rock Prod.

Est. date of completion
May 31 1938.

Paid to contractor $46,904.07

NY

ET TELEPHONE ATwater 7321

mber 23, 1937

ission

Concrete Construction
- Contract No. 1943

dvise us when the
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artment.

eason's Greetings,

ruly yours,
OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

ANSWERED
H. B. G.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

December 23, 1937

State of Oregon Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Medford Concrete Construction Company - Contract No. 1943

Will you please advise us when the above indicated job is expected to be completed and also inform us of the amount which has been paid to the contractor for work performed to dated.

We wish to take this opportunity of thanking you for the very fine cooperation we always receive from your department.

Wishing you the Season's Greetings, we are

Very truly yours,
SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS

ANSWERED
H. B. G.

RECEIVED
FEB 21 1939
FOR FILING
13-1[illegible]

December 1, 1938

3-c

Mr. S. H. Probert,
Office Engineer
O F F I C E

Dear Sir:

The State Highway Commission at its last meeting considered the matter of reducing the penalty imposed on the Medford Concrete Construction Company for failure to complete its contract for furnishing rock for the Cinder Butte-Valley Falls project in Lake and Harney Counties within the specified time limit. The Engineer recommended that the penalty heretofore charged the contractors be reduced 50 per cent. The Commission approved the recommendation unanimously.

Yours very truly,

HBG:MC

Secretary

cc - R. H. Baldock

RECEIVED
FEB 21 1939
FOR FILING

December 1, 1938

3-e

Mr. S. H. Probert,
Office Engineer
OFFICE

Dear Sir:

The State Highway Commission at its last meeting considered the matter of reducing the penalty imposed on the Medford Concrete Construction Company for failure to complete its contract for furnishing rock for the Cinder Butte-Valley Falls project in Lake and Harney Counties within the specified time limit. The Engineer recommended that the penalty heretofore charged the contractors be reduced 50 per cent. The Commission approved the recommendation unanimously.

Yours very truly,

HBG:MC

Secretary

cc - R. H. Baldock

RECEIVED
FEB 21 1939
FOR FILING

3C

Agenda

Split penalty on Medford Canal
Cement to ~~contract~~ # —
for Valley Falls - Cinder Butte
JA

15^{00}

M

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
OCT 9 1937
FOR FILING
13-10-9

In Reply Please Refer to File No.

RECEIVED
SEP 28 1937
OREGON
STATE HIGHWAY COMMISSION

September 27th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We enclose herewith request for extension of time submitted by the Medford Concrete Construction Company on their Contract #1943, Valley Falls-Cinder Butte Rock Production Project, together with the consent of their surety.

We recommend that all engineering be charged after the designated time of completion as mentioned in this contract which was May 31, 1937.

In addition to the above, we wish to call your attention to the fact that due to the incompletion of the contract at the time specified, the oiling contractor was not able to finish between Mile Post 5.9 and Mile Post 59.0. This will require additional upkeep during the coming winter and will possibly amount to between $1,000.00 and $2,000.00. There is a question in my mind as to whether or not this should be charged to the contractor also. I am submitting it for your consideration.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
Encl.

cc-Mr. R. H. Baldock ✓

Baldock

RECEIVED
OCT 8 1937
FOR FILING

13-1009

September 22nd, 1937

Cost Analysis to September 10th, 1937
Lakeview-Burns and Fremont Highways, Valley Falls-Cinder Butte Section
Contract 1943, Prefix 13-1009

Medford Concrete Construction Co., Contractors
S. F. Walters, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stpl.	$23,867.92	10,825 cu. yd.	2.20	1.54	$16,670.50
½"-¼" " "	14,021.50	6,359 cu. yd.	2.20	1.54	9,792.86
¼"-0" " "	12,786.18	5,799 cu. yd.	2.20	1.54	8,930.46
Force Account	787.34				787.34
	$51,462.94				$36,181.16

Total Cost	$51,462.94
Gross Revenue	36,181.16
Net Loss	$15,281.78

Net Loss Equals 42% of Gross Revenue

NOTED
State Highway Engineer

Valley Falls-Cinder Butte

Detail of Cost

Labor:		
Supervision	$1,689.50	
Labor	18,564.32	
State Industrial Accident Insurance	1,012.69	
Social Security & Unemployment Insurance	607.61	
		$21,874.12
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$16,355.00	
Gas, Oil & Grease	7,000.00	
Small Tools, Repairs & Misc.	3,512.00	
Lumber	1,315.02	
P.U.C.	698.99	
Freight Moving In	819.75	
Overhead Expense	1,026.25	
Bond	361.81	
		31,088.82
Deduction for Part of Camp & Plant Costs to be Prorated Later		- 1,500.00
Cost Grand Total		$51,462.94

Valley Falls - Cinder Butte Section

REMARKS:

This contract consists of the production of 36,000 cubic yards of crushed material to be deposited in stockpiles located along 96 miles of roadway. It was specified that 13,600 cubic yards should be crushed ledge rock for the portion of the contract north of M.P. 40 on the Lakeview-Burns Highway while the remaining material could be manufactured from suitable rock or gravel obtainable from deposits adjacent to the highway. To September 10th, 22,983 cubic yards of crushed material had been produced which leaves about 13,000 cubic yards remaining to be crushed.

The contract was bid December 17th, 1936, and on February 24th, 1937 the contractor moved in and started erection of camp and plant at M.P. 85.8 which is just north of Valley Falls. On April 5th the plant started producing crushed gravel, but had produced only 1,600 cubic yards by May 1st, as several changes in the plant were necessary. On June 21st a screen broke, and as only 300 cubic yards more were to be produced from this set-up, it was decided that it was more economical to move and get the machinery set up at the gravel deposit at M.P. 66.8, than wait for new screen to be brought in. The second set-up started June 29th and finished August 7th. On August 2nd, an additional plant of small capacity, which the contractor brought in, was put in operation at the gravel deposit at M.P. 48.2. Up to September 10th, this set-up was about 70% complete, lacking about 2,000 cubic yards. On September 1st the plant which had been moved from set-up #2 to set-up #4 was put in operation, and to Sept. 10th, had produced about 2,000 cubic yards, or about 15% of the yardage to be produced from this quarry.

On the three set-ups in gravel deposits, an exceptionally large amount of scalp rejections have been encountered which have decreased production and consequently increased cost. The material for the 4th set-up is obtained from quarry opened up in face of rock cliff. The cliff is about 50 feet high, and the rock is breaking very large. Instead of opening up the quarry on a very narrow face and drilling and loading enough area so that the rock to be shot could have some confinement, the contractor with the aid of inexperienced help opened the quarry on a wide face and shot small rounds of holes, which resulted in very little fragmentation. The contractor also should have allowed himself ample time to have had a few thousand yards of shot rock before erection of plant, and the quarry should have been in such a shape that it could have been shot with only moderate caution after the plant was built. As the situation now exists, there is only a few hundred yards of rock shot ahead, and this makes it almost mandatory that the contractor ~~to~~ use extreme caution in shooting in order not to inflict damage to plant which has been erected about 200 feet from the quarry. Although the rock breaks large, the contractor is using a dragline hoist and is finding it difficult to pick up the material.

The job has been operated under several handicaps. It has been very hard for the contractor to hold to the required sizes due to screens clogging and the contractor has been forced to manufacture and waste quantities of the ½"-¼" and ¼"-0 sizes in order to produce the required amounts of the 3/4"-½" size. The contractor claims that he started the job in the winter at the urgent request of the Highway Department and was forced to fight severe winter weather, which resulted in slow progress and quite a lot of labor expense. The job was burdened with additional cost of $1,400.00 when partners had a falling out. Also, the material in gravel deposits ran about 50% to 70% fines which had to be screened and wasted. Dust and wind was very tough on equipment, and in early spring the contractor found it difficult to keep plant running on account of the wind blowing belts off. The job is very isolated and experienced help is not prone to accept employment where the weekly hours of employment cannot amount to more than 48 hours per week.

The job was bid too low. The loss will increase as the work continues. The job will probably be completed sometime in November.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	✓	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

RECEIVED SEP 18

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 15, 1937

MEDFORD CONCRETE CONSTRUCTION CO.
MEDFORD, OREGON

PARAGRAPH TWO ON PAGE ELEVEN OF YOUR CONTRACT FOR VALLEY FALLS CINDER BUTTE PROJECT SPECIFIES ALL MATERIAL NORTH OF MILE POINT FORTY MUST COME FROM QUARRY AT MILE POINT THIRTY ONE STOP YOUR REQUEST TO SUBSTITUTE GRAVEL FOR PART OF THAT UNIT CANNOT BE GRANTED

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RECEIVED
SEP 13 1937
FOR FILING
13-1009

September 13, 1937

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Murmer.

Gentlemen:

Reference is made to your letter of September 9th concerning the Medford Concrete Construction Co., Contract No. 1943, Valley Falls-Cinder Butte Section in Lake and Harney Counties.

You are advised that the total amount earned to date on this contract to date is $25,960.88, the retained percentage is $3,894.15 and the total amount paid to date is $22,066.73. This contract was approximately 43% complete on August 10th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1943
[illegible]

RECEIVED
SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

September 9, 1937

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Medford Concrete Construction Co.
Contract Number 1943

Will you please furnish us with a progress report on the above mentioned job?

Kindly state percentage of work completed and amount paid to the contractor. Have any liens been filed against the bond?

For your convenience in replying, a self-addressed, stamped envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

Aug 10 -
E $25,960.86
R - 3,894.13
P $22,066.73

FORM 9-81 2M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1943

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IF REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

13-1009

September 3rd
1937

Medford Concrete Construction Co.
Medford
Oregon

Gentlemen:

Reference is made to the extension of time on your Contract #1943, Valley Falls-Cinder Butte Rock production project to August 31, 1937.

We wish to advise that no action has been taken on your request as it is very evident that the date of completion will far exceed the above mentioned date, i. e. August 31st.

We are, therefore, requesting that you submit your application to cover the period of time which will actually be required. Also, please furnish us with the written consent of your surety to cover this time extension.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc Mr. H. G. Smith
Mr. H. B. Glaisyer ✓
Mr. S. F. Walters

#1943

RECEIVED
SEP 2 1937
FOR FILING
13-1069

September 1, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

Reference is made to your letter of August 31st concerning the time limit on the Medford Concrete Construction Co. Contract No. 1843, Valley Falls-Cinder Butte Section.

It is true that we received their application for an extension of time to July 31st on this contract. However, no action was taken on this application. It is suggested that they apply for an extension of time from May 31st, which was the original date of completion for a period of time which will cover all of the work on the project. It is noted that there is much work to perform yet to complete the job.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict/ by J. McFarland.

#1143

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
[illegible]

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

August 31st
1937

RECEIVED
[illegible] 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer and
Mr. J. McFarland

Gentlemen:

Replying to your letter of August 27th regarding the request for extension of time on Medford Concrete Construction Company's Contract #1943, Valley Falls-Cinder Butte Rock Production Project.

Please be advised that on May 21st, this year, there was forwarded to the office of Mr. H. G. Smith a request for a sixty day extension of time submitted by the above contractor and the written consent of the General Casualty Company of America, together with the Division Engineer's recommendations that the requested sixty day extension be granted with the stipulation that another plant be immediately installed.

There is nothing on file at this office to show what action was taken on this application.

Very truly yours,

WM: E. CHANDLER
DIVISION ENGINEER

By: RMSmith
R. M. Smith

RMS:f
cc-Mr. H. G. Smith
Mr. S. F. Walters

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
OCT 18 1937
FOR FILING
13-1007

IN REPLY PLEASE
REFER TO FILE NO.

August 31st
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer and
Mr. J. McFarland

Gentlemen:

Replying to your letter of August 27th regarding the request for extension of time on Medford Concrete Construction Company's Contract #1943, Valley Falls-Cinder Butte Rock Production Project.

Please be advised that on May 21st, this year, there was forwarded to the office of Mr. H. G. Smith a request for a sixty day extension of time submitted by the above contractor and the written consent of the General Casualty Company of America, together with the Division Engineer's recommendations that the requested sixty day extension be granted with the stipulation that another plant be immediately installed.

There is nothing on file at this office to show what action was taken on this application.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. H. G. Smith
Mr. S. F. Walters

~~File~~
Has been superseded by another request.

#1943
OK Chand

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

May 21st
1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Hereto attached is a letter from the Medford Concrete Construction Company with reference to an extension of their time limit of sixty days.

This is the Valley Falls-Cinder Butte Section of the Lakeview Burns and Fremont Highways, Contract #1943. I recommend that this contract be extended as requested but with the understanding that another plant be immediately installed so that the contract will be assured of completion in the sixty days. I also wish to recommend that if the contract is not completed within this length of time, that for any additional time engineering will be charged.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

State Project

Sent wire
Tues a.m.

WEC:f

Original date of completion was May 31, 1937
This extension will make the completion date July 31, 1937 -

cc-Mr. R. H. Baldock
Encl.

CONCRETE [illegible] CONCRETE DRAIN TILE

FACTORY AND OFFICE
NORTH RIVERSIDE AVENUE

MEDFORD, OREGON.

May 17,1937

Mr. W.E.Chandler, Division Engineer
Oregon State Highway Commission,
Bend, Ore.

Dear Sir:

Re: Medford Concrete Construction Co.
Contract for furnishing crushed
materials in stockpiles for the
Valley Falls - Cinder Butte Section
on Lakeview-Burns and Fremont Highways
in Lake and Harney Counties- Contract #1943 .

On account of adverse weather conditions we were unable to start operation on the above contract in time to finish the job on scheduled completion date.

For the above reason we are herewith applying for an extension of time for the completion of the above said contract of sixty (60) days.

Hoping that this will meet with your approval, we remain,

Very truly,

MEDFORD CONCRETE CONSTRUCTION CO.

By Pringle Sec'y.

RECEIVED
MAY 24 1937

Specified Date of Completion
May 31, 1937

April 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Bond 10661 - MEDFORD CONCRETE CONSTRUCTION COMPANY - Contract for furnishing crushed materials in stockpiles on Valley Falls-Cinder Butte Section on Lakeview-Burns and Fremont Highways in Lake and Harney Counties - Contract #1943

We are surety on the bond covering the above captioned contract hereby consent to an extention of time for the completion of said contract of sixty (60) days. It is understood and agreed that this extension of time in no way changes or invalidates the terms, conditions and provisions of the bond covering said contract.

Yours very truly
GENERAL CASUALTY COMPANY OF AMERICA
By L. W. Neff
L. W. Neff, Attorney-in-fact

RECEIVED
MAY 2[illegible] 1937

RECEIVED
MAY 22 1937
FOR FILING
13-1007

May 21st, 1937

Medford Concrete Construction Co.
1320 N. Riverside
Medford, Oregon

Gentlemen:

At our last report progress was still unsatisfactory on the Cinder Butte-Valley Falls Section.

We have awarded a contract for the oiling of this section which must be completed prior to the first of September to insure a satisfactory oiling job.

The time limit on your contract has practically expired, and I wish to advise that we accept no extenuating circumstances of crusher breakdowns or unanticipated difficulty to relieve you of your obligations to furnish this rock during suitable weather. You have accepted a State Highway contract with a definite time limit and have been repeatedly advised that this time limit cannot be extended to any material extent; therefore, I will expect that immediate steps will be taken to insure the requisite output. I do not attempt to dictate as to whether you shall put in another plant or whether you shall arrange for repair parts and adequate personnel to keep the present plant in high production. That is strictly a matter for the contractor to determine, but this is to advise that I cannot condone in any manner the failure to have rock on hand for the surfacing contractor, and unless immediate steps are taken to insure this, it will be necessary to refuse and extension of time from the expiration date of May 31st, 1937, and advise the bonding company that progress has been unsatisfactory.

Very truly yours,

R

State Highway Engineer

FORM 8-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 4th, 1937

Medford Concrete Construction Co.
1320 N. Riverside
Medford, Oregon

NOTED
State Highway Engineer

Gentlemen:

I have discussed the progress on the Valley Falls-Cinder Butte Section with Mr. W. E. Chandler, Division Engineer at Bend, as I stated I would do during our conference at the last Commission meeting.

The last weekly reports indicate that you are still having trouble in screening the material and are not getting a satisfactory output. Mr. Chandler is doubtful that your proposed program will permit the completion of the oiling by August 31st, but he suggests that you be allowed until May 15th to get your plant into satisfactory operation. If, however, you are not on quantity production by that time, we must insist that you install the other plant as suggested.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler

FORM S-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 3 1937
FOR FILING

April 30th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The officials of the Medford Concrete Construction Company called the other day concerning the progress on the Valley Falls-Cinder Butte Section. They stated that they had gotten into high production on the first pit and have the bunkers and incidentals erected on the second pit so that the movement would not take more than a week, and they then propose that they furnish all the rest of the material from the third pit instead of operating four pits as originally scheduled.

I could see no reason why we should dictate as to the number of pits which they produce material from unless there is some difference in the character of the material. Please advise whether you think their progress is satisfactory and whether they have their set-ups worked out so that the oiling contractor will not be delayed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:H

cc to: R. H. Baldock ✓

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 21 1937
FOR FILING

13-1009

April 20th, 1937

Medford Concrete Construction Co.
Medford, Oregon

Gentlemen:

I note by the Field Engineer's Weekly Report that you have produced practically no crushed material to date although your contract is to expire on May 31st.

The contract is being advertised for the immediate oiling of this section, and the rock must be on hand before July 1st. Please arrange to install another crushing plant so that the material can be produced somewhere near on time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AE

cc to: R. H. Baldock

FORM 8-8-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

BEND, OREGON

FOR FILING

April 4, 1937

13-1009

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 6 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Referring to your letter concerning cost on the Valley Falls-Cinder Butte job, written March 22, you state the maintenance department give:

Hauling Mineral Aggregate	0.17	per cu. yd.
Placing Mineral Aggregate	0.68	per cu. yd.

We have taken 21 jobs ranging in length from four miles up and find:

Hauling Mineral Aggregate	0.16
Placing Mineral Aggregate	0.42

The costs as submitted in our estimate of:
Hauling Mineral Aggregate 0.10
Placing Mineral Aggregate 0.25, is probably what the bed rock cost for a contractor, but in all probability is too low. I am equally sure that $1.00 per cubic yard for placing aggregate is too high. Before this job is let I will try and contact some contractor as to unit prices.

I am enclosing details on the 21 state jobs mentioned above. I am quite sure on a job like this one costs should be far less than the cost obtained by state forces on 21 small jobs.

Yours truly,

NOTED
State Highway Engineer

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
encl.

15460—20M—6-34

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Prefix	Length	Total Cost	Cost of Stone	Cost less Stone	UnitCost Loading Spreading Rolling	Unit Cost Hauling	Cost Per Mile	Cost per Mile less Purchase of Stone
1934								
18 MD	4.7	3013.01	1370.00	1643.01	0.15	0.10	641.07	349.58
18 MH	20.66	12881.22	4628.50	8252.72	0.41	0.12	623.49	399.45
18 MT	4.0	2607.90	1116.63	1491.63	0.39	0.28	631.98	372.82
18 MU	7.6	5164.76	2308.00	2856.76	0.41	0.12	679.57	375.89
18 MW	5.13	2786.00	1041.00	1745.00	0.29	0.12	543.08	340.16
33 MV	12.0	8569.30	3227.29	5342.01	0.40	0.39	714.11	445.17
1935								
14 MH	8.5	4198.16	939.11	3259.05	0.38	0.18	521.51	383.42
18 MF	11.88	6967.23	2409.58	4557.65	0.41	0.10	586.47	383.64
18 MH	10.5	7961.59	2395.58	5566.01	0.36	0.20	751.09	530.10
18 MT	7.0	5041.05	1843.13	3197.92	0.37	0.18	720.15	456.85
18 MU	6.0	3229.58	1361.10	1868.48	0.09	0.07	538.26	311.41
18 MW	5.1	2338.46	786.63	1551.83	0.18	0.09	458.52	304.28
28 MJ	4.5	2623.07	819.95	1803.12	0.62	0.14	564.10	400.69
33 MJ	4.0	2877.56	747.83	2129.73	0.74	0.35	728.49	532.43
33 ML	16 Mi	8354.06	2282.49	6071.57	0.61	0.12	681.96	379.47
1936								
18-1511	15.0	11781.10	4545.95	7235.15	0.33	0.06	785.40	482.34
18-1514	4.0	2881.23	722.01	2159.22	0.54	0.15	720.31	539.80
18-1519	6.51	5650.10	1640.28	4009.82	0.63	0.34	867.91	615.95
118-1565	4.5	3560.28	803.95	2756.33	0.59	0.05	791.17	612.51
28-1501	8.0	7493.42	1818.18	5675.24	0.27	0.03	936.67	709.40
33-1503	16.62	8842.87	1423.98	7418.89	0.72	0.24	532.06	446.38
	182.20	118,822	38,231	80,591	0.423	0.164	652.15	442.32

FORM 9-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

761

RECEIVED
MAR 24 1937
FOR FILING

13-1001

March 22nd, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the estimate of cost submitted for the oil mat surface treatment on the Valley Falls-Cinder Butte Section of the Lakeview-Burns Highway.

The following costs have been secured by the maintenance department for State Force work last year:

Hauling Mineral Aggregate	$0.17 per cubic yard
Placing Mineral Aggregate	0.68 per cubic yard

Contractors usually bid in the neighborhood of $1.00 per cubic yard for placing mineral aggregate, but on single course work, they may bid somewhat cheaper.

Please review your estimate and furnish a letter of explanation as to how you expect to do this work at the prices quoted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock

FORM 2-A-1 10W
3775 2M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

13-1007

RECEIVED
MAR 24 1937
FOR FILING

March 22nd
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention; Mr. H. C. Smith

Dear Sir:

Replying to yours of the 20th inst., with reference to the work orders on the Valley Falls - Cinder Butte Rock Production project for clearing stockpile sites, wish to recommend that Extra Work Order #1 be adopted to cover this item and that the state force work order submitted be destroyed.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED

RMS:f

FORM 5-A-1 10M 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 24 1937
FOR FILING

March 20, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

Yesterday we received an Extra Work Order #1, and a State Force Order, both covering the same work - that is clearing stock pile sites on the Fremont and Lakeview-Burns Highway.

We do not know which order to use. If the contractor has suitable equipment, the work should be done by him unless in your opinion the work can be done cheaper by the State, if sufficient State equipment is available.

Please advise by return mail.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓

FORM 9-A-1 100 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

5509 FF

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB 17 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

February 16th, 1937

Mr. W. C. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Mr. Baldock has ordered that the oiling of the Cinder Butte-Valley Falls Section be let by contract and that the award be made early in April. In order to do this, it is necessary to have the specifications immediately.

The Horse Ridge-Brothers Section will be let at the same time; and therefore, those specifications should be gotten in as soon as possible.

I would like very much to discuss this latter project with you on the ground after the specifications have been prepared, and would like to make an inspection trip through your division as soon as the snow is melted sufficiently to inspect the road surface and gravel pits. Will you kindly advise as soon as you think that can be done.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
JAN 20 1937
FOR FILING
13-1009

January 19, 1937

Medford Concrete Construction Company
Medford, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1943 awarded to you on December 17, 1936, for furnishing crushed materials in stock pile on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Lake and Harney Counties.

This copy is for your records and files.

Very truly yours,

[redacted]

By

AM

Secretary

RECEIVED
DEC 19 1936
FOR FILING

13-1009

December 18, 1936

Medford Concrete Construction Co.,
Medford, Oregon

Gentlemen:

The State Highway Commission awarded to you yesterday, December 17, the contract covering the furnishing of crushed rock and gravel, in stock piles, on the Lakeview-Burns and Fremont Highways, in Lake and Harney Counties. This award was based on your low bid of $60,060.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC
cc - S. H. Probert

CONTRACT# 1944 SEE: CONTRACT# 1715

57

1944 SEE: Contract 1715

CONTRACT # 1945

PR 4 Fossil-Kinzua Jct., John Day Hwy.

#1945

7a-4

RECEIVED
SEP 28 1930
STATE HIGHWAY COMMISSION

SUMMARY OF COMPLETED FEDERAL AID WORK

FOSSIL-SERVICE CREEK SECTION

PROJECT NO. FA 4

NOTED
State Highway Engineer

Item	Code No.	Rdwy. Width	Total Cost	Federal Aid Funds	Length
Work Within City of Fossil (Extension)					
(Sta. 390+58.9 to 406+37.0)					
New Work	451	20	$ 4,789.00	$ 2,833.00	.299
Work Outside City					
(Sta. 406+37 to 752+00)					
Orig. Proj.	351	12	$107,343.68	$ 48,364.62	6.980
New Work	451	20	114,913.00	67,667.00	6.545
			$222,256.68	$116,031.62	6.545
(Sta. 752+00 to 924+00)					
Orig. Proj.	351	12	$ 40,378.94	$ 18,193.08	2.462
			$267,424.62	~~$135,057.70~~ 137,057.70	9.306

#1945

RECEIVED
OCT 18 1937
FOR FILING
4

October 18, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1945 for the construction of the Fossil-Kinzua Junction Section of the John Day Highway in Wheeler County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 28, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $69,686.95, including the final payment. Of this amount $449.57 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

4

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 4, Fossil-Service Creek Section, ______________________________, was made by a representative of this office on September 20, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jor

#1945

RECEIVED
SEP 13 1937
FOR FILING
4

September 13, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros., on Contract No. 1945, for the construction of the Fossil-Kinzua Junction Section of the John Day Highway in Wheeler County. This payment will be made on or after September 28, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 1M 5-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

RECEIVED
1937
STATE HIGHWAY COMMISSION

RECEIVED
1937
FOR FILING

4

September 8, 1937

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Fossil-Kinzua Junction section of the John Day Highway in Wheeler County was satisfactorily completed by the contractor on August 31. The total cost of the work is $76,158 as compared with the project authorization of $76,587. The amount of the contract bid items is almost identical with the preliminary estimate.

NOTED

Engineering costs on this project are extremely high due to the length of time it was necessary to keep an engineering party on the job. The contract was awarded last winter and engineering party was at that time assigned to the job with the expectation that the work would start immediately. Due to extremely bad weather, however, the contractor was unable to do any work during the winter, although he expected to start work at any time. After work did get under way, the engineering party was held to a minimum number of men, but were unable to keep the engineering costs within the 6% limitation.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

Form 333—5M—12-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

4

For Week Ending August 28 1937, 193

Section Fossil-Kinzua Junction Section

Kind of work Grading Surfacing, and Oiling

Highway John Day

Section prefix 35-1105

Contractor Fisher Bros.

Contract number 1945

Date of contract December 17, 1936, 193

Date of completion August 31, 1937, 193

Date work started March 9, 1937, 193

Estimated date of completion August 31, 1937, 193

Amount of contract $ 69,624.50

Per cent of time elapsed 98.5 %

Estimated cost of completed project, exclusive of engineering $69 900.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $100.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job is completed except for final finishing of slopes and acceptance by the engineer. The final estimate is completed and will be sent in upon acceptance of the job.

R F Courson, Materials Inspector, was transferred to J E Peck, The Dalles, 26th.

No work was performed on State Project 135-1005

NOTED
RAY WEBBER

Signed R. E. Mollines

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING topping
Miles in project	4.10	4.10		4.10	4.10
Miles partially completed					
Miles completed	4.10	4.10		4.10	4.10
Total estimated quantities	99 000	4200	1500	2600	18000
Estimated quantities moved or placed to date	99 000	4150	1500	2562	17556
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 5M 5-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 18 1937
FOR FILING

4

August 16th, 1937

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

The sub-contract between Fisher Bros., contractors on the Fossil-Kinzua Junction Section, and Dahler Bros., for construction of the oil mat wearing surface, meets the approval of this office, and you may so advise the parties concerned.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas E. Low
R

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 5-H-1 1M 5-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1937
FOR FILING
4

RECEIVED
[illegible] 17 1937
STATE HIGHWAY COMMISSION

August 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreements No. 4 and No. 5 on the Fossil-Kinzua Junction section of the John Day Highway in Wheeler County.

Price agreement No. 4 in the amount of $115 covers the installation of 500 lin.ft. of galvanized water pipe to comply with stipulations contained in right of way agreements on the Anderton property.

Price agreement No. 5 in the amount of $44.73 covers the barreling of 2.11 tons of No. 3 road oil which was left over upon completion of the oiling work. This oil was placed in state owned drums at a price comparable to what it would be purchased for by the state.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

√ cc R. H. Baldock

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 14 1937
FOR FILING
4

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

August 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith one copy of a subcontract for which approval has been requested by Fisher Brothers, Contractors on the Fossil-Kinzua Junction Section of the John Day Highway. The subcontract covers the construction of oil mat wearing surface by Babler Brothers.

This subcontract appears to be entirely in order and I recommend approval of the same. If you approve, kindly advise in order that I may so advise the contracting parties.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 2-H-1 1M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 12 1937
FOR FILING
4

August 6, 1937

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I hand you herewith price agreement No. 4 on the Fossil-Kinzua Junction Section of the John Day Highway in Wheeler County.

This price agreement is to cover the crushing of 400 cubic yards of ¾"-0 rock for future use on the streets of Fossil. The contractor has quoted a price of [illegible] per cubic yard in stockpile, which is very reasonable.

This price agreement is being submitted as per telephone authority of Mr. Baldock, it being understood that the rock will be used at some future date to improve the streets of Fossil, as requested by State Senator W. H. Steiwer.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

cc R. H. Baldock

NOTED
State Highway Engineer

FORM 8-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. A. [illegible], JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 1937
FOR FILING
#4

OREGON STATE HIGHWAY COMMISSION

SALEM

August 2nd, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to the Price Agreement for work to be done on Oregon Federal Aid Project #4, Fossil-Kinzua Junction Section.

I am attaching a copy of a letter from Mr. Williams which explains the misunderstanding concerning the riprap. In this letter he explains that the riprap is all hand placed, and a portion has to be transported on the other side of the channel change by hand. Therefore, it would appear that the price is in line with the cost of doing the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB
Enc.

cc to: R. H. Baldock

FORM 5-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 2 1937
FOR FILING
4

1937
STATE HIGHWAY COMMISSION

July 31, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to yours of July 30 having reference to price agreement No. 5 on the Fossil-Kinzua Junction section, which price agreement covers the placing of riprap on channel changes:

I am sorry to advise that this price agreement is probably not clear in that the riprap was designated as loose riprap, whereas the riprap is standard, hand placed, riprap. The Resident Engineer evidently used the term "loose" riprap for the reason that it was not to be grouted or mortared.

The riprap placed is hand picked rock, loaded into trucks, hauled to the point to be riprapped and hand placed. Both sides of the channel are being riprapped and this means that all of the riprap placed on the channel bank away from the highway must be transported by hand across the channel and then placed. Under these conditions, the price of $1.50 per yard is in line with average bid prices.

When the contractor requested a price of $1.50 a yard, I did attempt to secure a slightly lower price, but after the contractor set forth to me the work that had to be done, I could readily see that his price was not out of line. I would suggest that you change the wording of the price agreement to read "hand placed riprap" instead of "loose riprap."

Very truly yours,

WCWilliams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FORM 5-A-1 5M. 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
J. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
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FOR FILING
#4

July 30th, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Price Agreement No. 3 for work to be done on Oregon Federal Aid Project No. 4, Fossil-Kinzua Junction Section, is being held up by the Bureau of Public Roads. Their letter is attached.

Will you kindly either secure an adjustment of this riprap price or give an adequate explanation as to why it is so much out of line with the price for rock excavation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock ✓

FORM 5-M-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 23, 1937

IN REPLY PLEASE REFER TO FILE NO.

FOR FILING
4

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
McCul

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith with request for approval, extra work order No. 2 and price agreements No. 2 and No. 3 on the Fossil-Kinzua Junction section of the John Day Highway in Wheeler County.

Extra work order No. 2 covers the installation of 300 lin. ft. of 6 inch cast iron siphon pipe across Butte Creek, which installation was classed as extra work in the Federal Aid plans for the project. Additional authorization will not be required, as there is sufficient contingency fund to cover the same.

Price agreement No. 2 covers the installation of 58 lin. ft. of perforated drain pipe, which is to drain spring encountered in the roadbed. Additional authorization will not be required for this work.

Price agreement No. 3 in the amount of $1,050 covers the construction of 700 cubic yards of loose riprap along channel changes made in Butte Creek. There were numerous channel changes in Butte Creek and the straightening of the channel has increased the flow of water to such an extent that the banks cut badly, both on the highway side and outside edge of the right of way, in some cases the creek cutting back into private property. To properly protect these channel changes, both banks of such channel changes should be riprapped. Additional project authorization in the amount of $1,050 is requested for this work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

CC R H Baldock ✓

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APR 14 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

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APR 13 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon Project No. 4.
Fossil-Service Creek Section
of the John Day Hwy. into Fossil

April 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Fon

Hypr 30637

Oregon Project No. 4

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 5, 1919, by the State Highway Commission of Oregon, and on January 12, 1920, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on January 4, 1921, by the said State Highway Commission, and on December 6, 1920, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Project No. 4; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 9.451 miles of crushed stone wearing surface, in Wheeler County, for which the estimate approved was $133,657.70, and $66,828.85 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $147,722.62, and voucher in the sum of $66,557.70 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the reconstruction of the project on a revised alignment between survey stations 422+00 and 643+13.7 and for extending the project westerly from survey station 422+00 to survey station 390+58.9, thereby decreasing its length from 9.451 miles to 9.34 miles; and to provide for the construction of an oil mat surface treatment between survey stations 390+58.9 and 607+00, at an estimated cost of $74,111.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $147,722.62 to $221,833.62, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $66,557.70 to $111,767.70:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred eleven thousand, seven hundred sixty-seven and 70/100 dollars ($111,767.70) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 390+58.9 in the town of Fossil in the SW 1/4, Sec. 33, T. 6 S., R. 21 E., W.M., and survey station 924+00 near the Butte-Service Creek Divide in the NW 1/4, Sec. 4, T. 8 S., R. 22 E., W.M., length 9.349 miles, in Wheeler County, being Oregon Project No. 4, consisting of 9.349 miles of roadway and no bridges of more than 20 feet clear span."

Paragraph (a) of Article III shall read:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraph (b) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred eleven thousand, seven hundred sixty-seven and 70/100 dollars ($111,767.70), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-one thousand, eight hundred thirty-three and 62/100 dollars ($221,833.62), the approved total estimated cost of said project."

Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
>
> "The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 25th day of February, 1937, and the Secretary of Agriculture on the 27th day of March, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F. L. Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Oregon Project No. 4.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 4, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 221,833.62 in lieu of previous actual payment of $66,557.70, as the total estimated cost of said project, and the sum of $ 111,767.70 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of March one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By [illegible]
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
FEB 23 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
FEB 22 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP No. 4
Fossil to Service Creek Section
of the John Day Hwy.

February 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Tro

RECEIVED
FEB 3 1937
FOR FILING
4

February 2, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 28, 1937, concerning the Fossil-Service Creek Section, F. A. Project No. 4.

Please be advised that the stationing given on the title sheet of the plans is incorrect and the correct equation near the end of the project is 607+05.4 = 643+19.1.

The copies of encroachment resolutions for the town of Fossil will be sent to you in the near future.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.____________

POST OFFICE BUILDING
PORTLAND, OREGON

January 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you please secure and forward us at your earliest convenience three copies of the customary encroachment resolution covering the new construction in Fossil, Oregon, Federal Aid Project No. 4, Fossil-Service Creek Section of the John Day Highway.

The title sheet shows the end of this project as Sta. 607+00 and also shows the equation of this station equalling Sta. 643+19.1, original project. On the plan sheet the end of the project is shown as Sta. 607+00 and the equation as 607+05.4 = 643+19.1, also shown thus on the estimate. It is our opinion that probably the plan sheet and estimate are correct, and the title sheet should be changed. Please advise at once which is correct and the change can be made in this office.

Very truly yours,

W.H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

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FEB 2 1937
FOR FILING
4

February 1, 1937

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1945 awarded to you on December 17, 1936, for grading, surfacing and oiling on the Fossil-Kinzua Junction Section of the John Day Highway in Wheeler County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

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JAN 26 1937
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4

January 25, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Fossil-Kinzua Junction Section, Federal Aid Project No. 4.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GB

Encl.

Oregon State Highway Department   Federal Aid Project No. 4

FOSSIL-KINZUA JUNCTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 147,722.62
Federal Aid Paid, Roadway- -	$ 66,557.70
Original Length, Roadway -	9.451 miles
Revised Length, Roadway- -	9.349 miles

NEW WORK (STA. 390+58.9 TO 607+00=643+19.1)

All Required		Clearing and Grubbing		$ 1,500.00
1,200	cu. yds.	Trench Excavation	$ 0.75	900.00
65,000	cu. yds.	Common Excavation	0.20	13,000.00
34,000	cu. yds.	Solid Rock Excavation	0.55	18,700.00
73,000	yd. sta.	Overhaul	0.015	1,095.00
10,000	yd. mi.	Truck Haul	0.10	1,000.00
4.10	miles	Finishing Roadbed and Slopes	100.00	410.00
16,000	lin. ft.	Rounding Cutbanks	0.08	1,280.00
1,170	lin. ft.	18" Corr. Iron Pipe	2.10	2,457.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
100	lin. ft.	36" Corr. Iron Pipe	5.25	525.00
470	lin. ft.	48" Corr. Iron Pipe	7.25	3,407.50
18,000	cu. yds.	Selected Roadbed Topping	0.20	3,600.00
24,000	yd. mi.	Hauling Roadbed Topping	0.10	2,400.00
4,200	cu. yds.	Crushed Rock Surfacing	1.50	6,300.00
500	cu. yds.	Filler	0.30	150.00
500	yd. mi.	Hauling Filler	0.10	50.00
500	M-Gal.	Sprinkling	1.00	500.00
4.10	miles	Preparation of Base	100.00	410.00
2,400	cu. yds.	Mineral Aggregate in Place	1.50	3,600.00
220	tons	No. 3 Oil in Place	27.00	5,940.00
			Subtotal	$ 67,374
			10% Engr. & Cont.	6,737
			Total	$ 74,111

Length	4.098 miles
Cost per mile	$ 18,084

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 45,210
State Funds- -	28,901
	$ 74,111

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 19 1936
FOR FILING

4

December 16,1936

Fisher Brothers,
Route 3,
Oregon City, Oregon

Gentlemen:

The State Highway Commission, at its meeting held yesterday, awarded to you the contract for road construction on the Fossil-Kinzua Junction Section of the John Day Highway, in Wheeler County, based on your low bid of $69,624.50.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

MC

Chas. H. Probert,

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JAN 26 1937
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November 20, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany plans and specifications for the Fossil-Kinzua Junction Section, F. A. Project No. 4.

Five revised bid proposals and five blueprint copies each of plan sheets numbers 2, 8 and 9 are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department **Federal Aid Project No. 4**

FOSSIL-KINZUA JUNCTION OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 20, 1936

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 147,722.62
Federal Aid Paid, Roadway- - - - - - - - - - - - - - - - - - - -	$ 66,557.70
Original Length, Roadway -	9.451 miles
Revised Length, Roadway- -	9.349 miles

NEW WORK (STA. 390+58.9 TO 607+00=643+19.1)

All Required		Clearing and Grubbing		$	500.00
1,200	cu. yds.	Trench Excavation	$ 1.00		1,200.00
65,000	cu. yds.	Common Excavation	0.25		16,250.00
34,000	cu. yds.	Solid Rock Excavation	0.75		25,500.00
73,000	yd. sta.	Overhaul	0.02		1,460.00
10,000	yd. mi.	Truck Haul	0.15		1,500.00
4.10	miles	Finishing Roadbed and Slopes	300.00		1,230.00
16,000	lin. ft.	Rounding Cutbanks	0.10		160.00
1,170	lin. ft.	18" Corr. Iron Pipe	2.50		2,925.00
50	lin. ft.	24" Corr. Iron Pipe	3.50		175.00
100	lin. ft.	36" Corr. Iron Pipe	6.00		600.00
470	lin. ft.	48" Corr. Iron Pipe	8.50		3,995.00
18,000	cu. yds.	Selected Roadbed Topping	0.40		7,200.00
24,000	yd. mi.	Hauling Roadbed Topping	0.13		3,120.00
4,200	cu. yds.	Crushed Rock Surfacing	1.75		7,350.00
500	cu. yds.	Filler	0.40		200.00
500	yd. mi.	Hauling Filler	0.20		100.00
500	M-Gal.	Sprinkling	2.00		1,000.00
4.10	miles	Preparation of Base	100.00		410.00
2,400	cu. yds.	Mineral Aggregate in Place	2.75		6,600.00
220	tons	No. 3 Oil in Place	33.00		7,260.00
			Subtotal		$ 88,735
			10% Engr. & Cont.		8,873
			Total		$ 97,608

Length	4.098 miles
Cost per mile	$ 23,818

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - -	$ 59,540 (61%)
State Funds- -	38,068
	$ 97,608

4

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OCT 29 1936
FOR FILING

October 28, 1936

Mr. [illegible] Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of revised project statement map for the Fossil-Service Creek Section, F. A. Project No. 4.

Very truly yours,

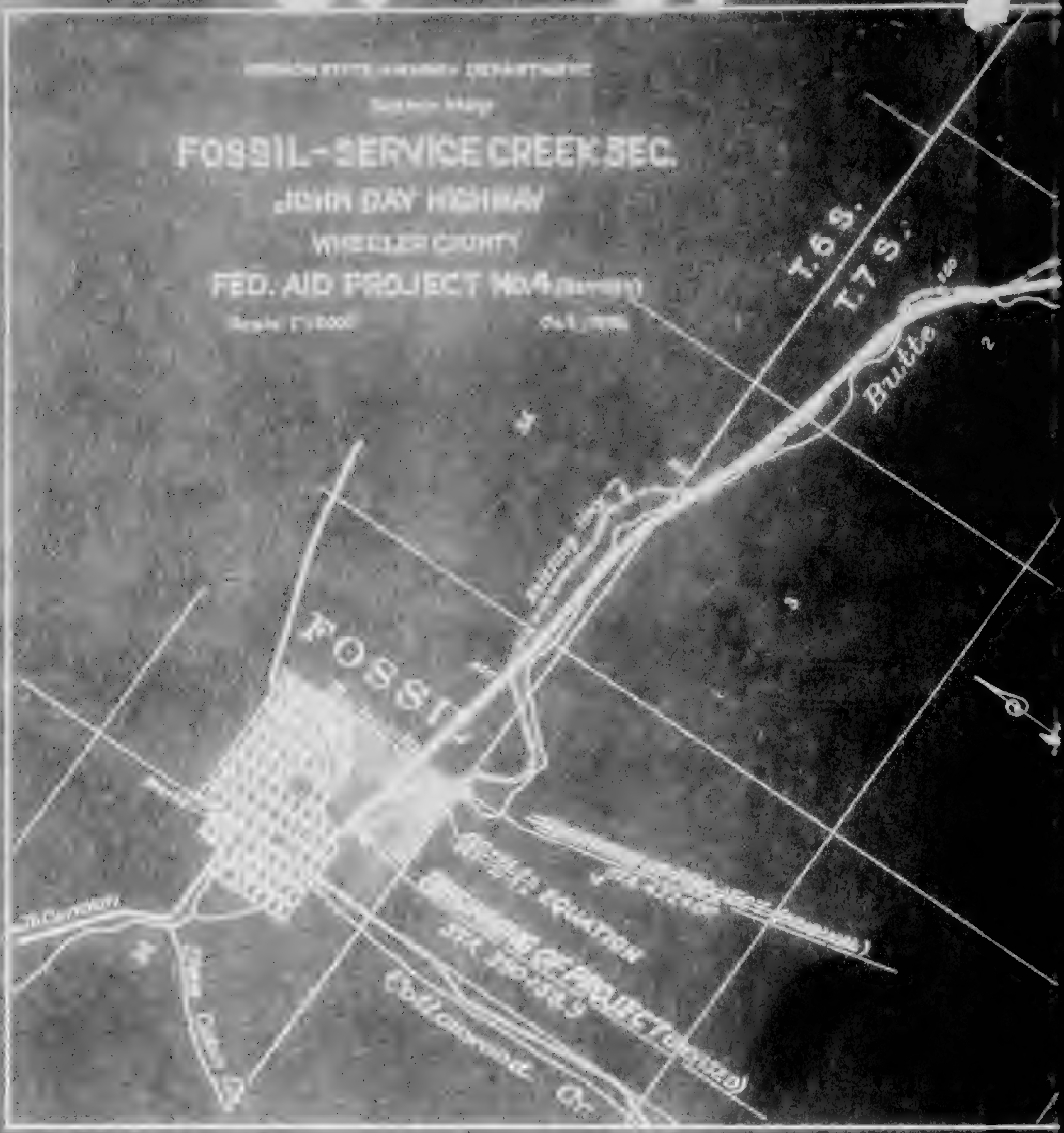
R. H. BALDOCK
State Highway Engineer

By

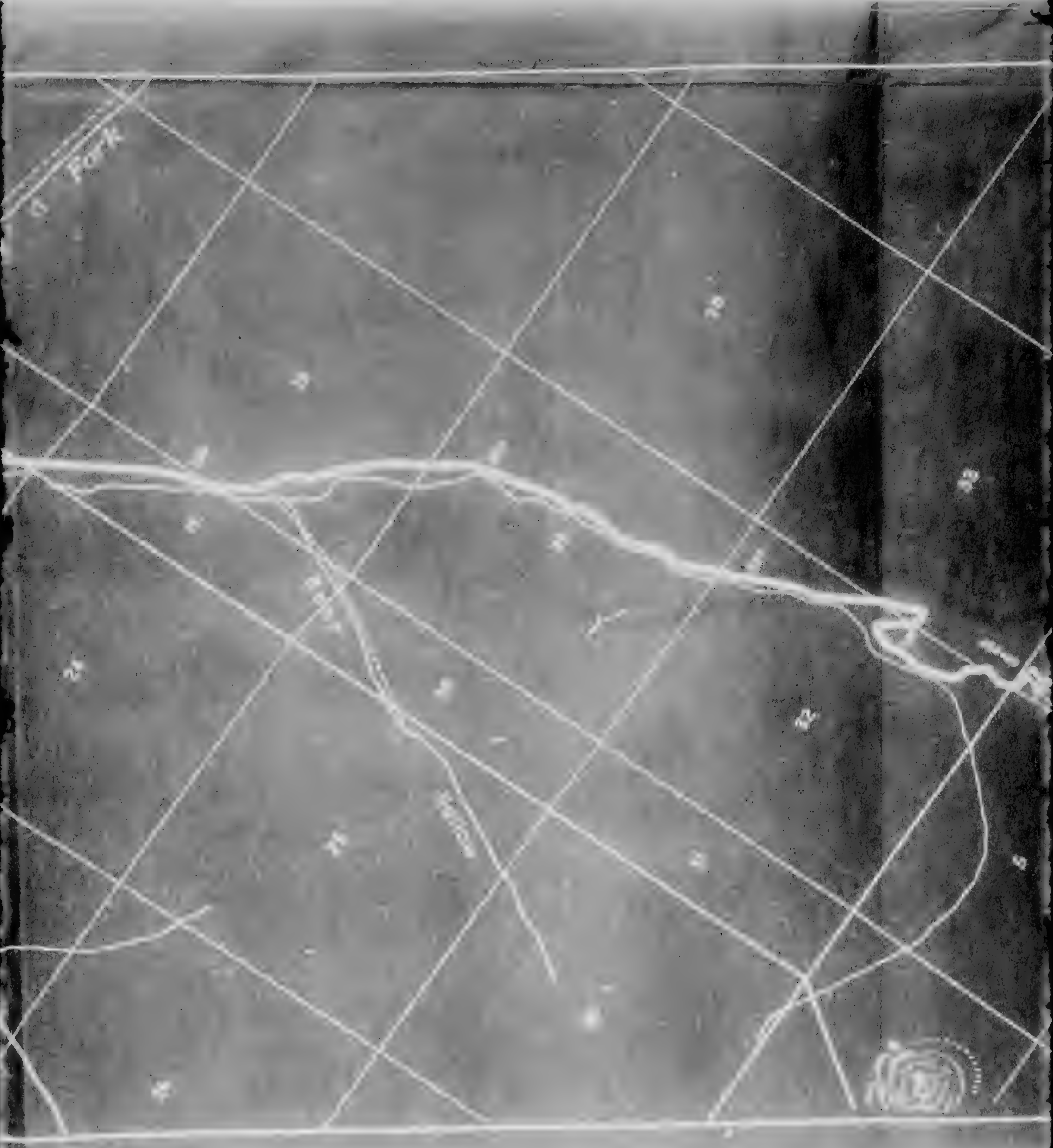
S. H. Probert
Office Engineer

Dict. by J. [illegible] Nash/GS

Encl.


OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
FOSSIL - SERVICE CREEK SEC.
JOHN DAY HIGHWAY
WHEELER COUNTY
FED. AID PROJECT No.4 (Survey)
Scale 1"=1000'
T.6 S.
T.7 S.
Butte
FOSSIL
New Location
Cottonwood Cr.

Fork
24
26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END OF PROJECT

RECEIVED
JAN 26 1937
FOR FILING
4

October 19, 1936

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Fossil-Kinzua Junction Section, F. A. Project No. 4 (Recon.). We are, likewise, enclosing copies of a tabulation showing the constructed stationing of the original project.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE Oregon State Highway Department

Federal Aid Project No. 4

FOSSIL-KINZUA JUNCTION OF THE [illegible]

JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 19, 1936

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	$ 147,722.62
Federal Aid Paid, Roadway	$ 66,557.70
Original Length, Roadway	9.451 miles
Revised Length, Roadway	9.349 miles

NEW WORK (STA. [illegible] TO [illegible])

All Required		Clearing and Grubbing		$ 500.00
1,200	cu. yds.	Trench Excavation	$ 1.00	1,200.00
59,000	cu. yds.	Common Excavation	0.25	14,750.00
35,000	cu. yds.	Solid Rock Excavation	0.75	26,250.00
65,000	yd. sta.	Overhaul	0.02	1,300.00
9,000	yd. mi.	Truck Haul	0.15	1,350.00
4.10	miles	Finishing Roadbed and Slopes	300.00	1,230.00
16,000	lin. ft.	Rounding Cutbanks	0.10	160.00
1,170	lin. ft.	18" Corr. Iron Pipe	2.50	2,925.00
50	lin. ft.	24" Corr. Iron Pipe	3.50	175.00
100	lin. ft.	36" Corr. Iron Pipe	6.00	600.00
470	lin. ft.	48" Corr. Iron Pipe	8.50	3,995.00
18,000	cu. yds.	Selected Roadbed Topping	0.40	7,200.00
24,000	yd. mi.	Hauling Roadbed Topping	0.13	3,120.00
5,000	cu. yds.	Crushed Rock Surfacing	1.75	8,750.00
500	cu. yds.	Filler	0.40	200.00
500	yd. mi.	Hauling Filler	0.20	100.00
500	M-Gal.	Sprinkling	2.00	1,000.00
4.10	miles	Preparation of Base	100.00	410.00
2,400	cu. yds.	Mineral Aggregate in Place	2.75	6,600.00
220	tons	No. 3 Oil in Place	33.00	7,260.00
			Subtotal	$ 89,075
			10% Engr. & Cont.	8,907
			Total	$ 97,982

Length	4.098 miles	
Cost per mile	$ 23,909	
Federal Aid Funds Requested		$ 59,770 (61%)
State Funds		38,212
		$ 97,982

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 25 1936
OREGON
STATE HIGHWAY

November 24, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. No. 4, the Fossil to Service Creek section of the John Day Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 1
OREGON
STATE HIGHWAY C

December 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 4, Fossil-Kinzua Junction section of the John Day Highway, to Fisher Bros., Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

CONTRACT # 1146

107-B Chalk Cliff-Paisley Sec., 1936
Fremont Hwy.
#1946

R H BALDOCK

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107-B

December 31st, 1937

FINAL COST ANALYSIS

Fremont Highway, Chalk Cliff-Paisley Section
Grading, Surfacing & Oiling
Contract 1943 Prefix 19-1104

Itschner & Rigdon, Contractors
J. T. Burch, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	150.00	100%			300.00
Trench Excavation	202.31	289 cu. yd.	0.70	0.85	245.65
Excavation, Single Class	14,706.76	76,099.3 cu. yd.	0.193	0.18	13,697.87
Overhaul	1,302.63	86,842.1 yd. sta.	0.015	0.01	868.42
Truck Haul	1,961.51	15,094.3 yd. mi.	0.13	0.11	1,660.37
Finishing Roadbed & Slopes	1,968.00	9.84 mi.	200.00	140.00	1,377.60
Rounding Cutbanks	539.60	6,745 lin. ft.	0.08	0.10	674.50
18" Corr. Iron Siphon Pipe	275.00	104 " "	2.64	2.50	260.00
12" " " Pipe	520.20	340 " "	1.53	1.40	476.00
18" " " "	845.46	366 " "	2.31	2.65	969.90
24" " " "	168.00	48 " "	3.50	3.80	182.40
30" " " "	206.88	48 " "	4.31	4.70	225.60
36" " " "	102.56	16 " "	6.41	7.00	112.00
48" " " "	115.64	14 " "	8.26	8.50	119.00
Salvaging Culvert Pipe	211.00	422 " "	0.50	0.50	211.00
Class "A" Concrete	105.00	3.87 cu. yd.	27.13	20.00	77.40
Gravel Topping	5,451.86	25,875 cu. yd.	0.21	0.30	7,762.50
Hauling Gravel Topping	5,363.51	56,458 yd. mi.	0.095	0.10	5,645.80
Gravel Shoulders	1,302.60	5,169 cu. yd.	0.25	0.30	1,550.70
Hauling Gravel Shoulders	1,148.98	12,094.5 yd. mi.	0.095	0.10	1,209.45
Filler	284.75	1,023 cu. yd.	0.28	0.40	409.20

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Hauling Filler	212.94	1,638 yd. mi.	0.13	0.15	245.70
Sprinkling	997.45	831.73 M-Gal.	1.20	1.25	1,039.66
* Preparation of Base	1,033.36	9.84 mi.	105.00	100.00	984.00
Mineral Aggregate	3,747.42	11,027 cu. yd.	0.34	0.40	4,410.80
Hauling Mineral Aggregate	2,402.70	25,291.5 yd. mi.	0.095	0.10	2,529.15
* Mixing and Finishing	5,707.00	9.84 mi.	580.00	550.00	5,412.00
* Light Cutback Asphalt in Place	24,007.32	889.16 Tons	27.00	25.00	22,229.00
	$74,410.24				$75,085.67

* Sublet to E. C. Gerber

Gross Revenue	$75,085.67
Total Cost	74,410.24
Net Profit	$675.43

Net Profit Equals 0.9% of Gross Revenue

Detail of Cost

Labor:

Supervision	$2,715.99	
Labor	11,029.23	
State Industrial Accident Insurance	352.17	
Social Security & Unemployment Insurance	438.42	$14,535.81

Materials:

18" Corr. Iron Siphon Pipe	104 lin. ft. at 1.80	187.20	
18" " " " " Bands	3 each at 2.50	7.50	
12" Corr. Iron Pipe	340 lin. ft. at 1.14	387.60	
12" " " " Bands	41 each at 1.41	57.81	
18" " " "	366 lin. ft. at 1.65	603.90	
18" " " " "	40 each at 2.42	96.80	
24" " " "	48 lin. ft. at 2.59	124.32	
24" " " " "	7 each at 3.02	21.14	
30" " " "	48 lin. ft. at 3.25	156.00	
30" " " " "	8 each at 4.13	33.04	
36" " " "	16 lin. ft. at 5.09	81.44	
36" " " " "	3 each at 4.81	14.43	
48" " " "	14 lin. ft. at 6.89	96.46	
48" " " " "	2 each at 6.46	12.92	
Cement	27 sacks at 1.10	29.70	1,910.26

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	10,285.70	
Hired Trucks	6,710.65	
Hired Equipment	2,240.74	
Gas, Oil & Grease	5,044.54	
Small Tools, Repairs & Misc.	2,381.35	
Move In	507.39	
Miscellaneous Overhead Expense	536.84	
Bond 1% of Gross Revenue	750.86	
Home Office 1% of Gross Revenue	750.86	
E. C. Gerber, Sub-Contractor	28,755.24	57,964.17
Total Cost		$74,410.24

Chalk Cliff-Paisley Section

REMARKS:

This contract was let on December 19th, 1936; work was started January 12th, 1937 and finished August 19th.

A 3/8 cu. yd. unit shovel mounted on a truck chassis was used to excavate the large cut of 22,000 cubic yards, at the south end of the project. The remainder of the excavation of shallow cuts and borrow in side ditches was moved with blades and 8 cu. yd. LeTourneau scrapers. Winter weather slowed down production, but good progress was made during late spring and early summer.

The gravel topping and shoulder materials were obtained from pits located adjacent to the highway. The pits required very little stripping and consisted of ideal material for the 3/8 cu. yd. shovel to handle. While operating the shovel averaged 50 to 60 cubic yards per hour.

The contractor erected small screening plant for the production of the mineral aggregates. It consisted of a bunker with short section of conveyor belt and a rotary screen of 2½ foot diameter and 10 foot length. A Fordson tractor was used to power the plant. Setups were made in two pits, and the plant averaged from 50 to 60 cubic yards per hour of operation. A very small percentage of rejects was screened out.

The preparation of base, mixing and finishing, and the oiling were sublet to E. C. Gerber. The sub-contractor made fair progress in spite of the fact that his equipment was not too well balanced. Some wet weather was encountered. An average length of about 4500 feet of road was completed on dry days. The oil was hauled from Lakeview.

This job was bid too low. The contractors, however, operated cheaply and fairly efficiently and were able to show a small profit.

E. H. Clymer
Cost A nalyst

By . . Henry Jullum

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OCT 14 1937
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167-18

October 1, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1946 for the construction of the Chalk Cliff-Paisley Section of the Fremont Highway in Lake County, has been completed by the contractors, Itschner & Rigdon, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 11, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claim should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $75,085.67, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1946

RECEIVED
SEP 10 1937
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107-B

September 10, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen :

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Itschner & Rigdon on Contract No. 1946 for the construction of the Chalk Cliff-Paisley Section of the Fremont Highway in Lake County. This payment will be made on or after September 20, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

107-B

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

For Week Ending August 21, 1937

Section Chalk Cliff + Paisley

Kind of work Gra., Surfacing & Oiling

Highway Fremont

Section prefix 19-1104

Contractor Itschner & Rigdon

Contract number 1946

Date of contract Dec. 19, 1936

Date of completion August 31, 1937

Date work started Jan. 12, 1937

[illegible] date of completion August 19, 1937

Amount of contract $ 77549.60

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $ 77549.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4610, 5.9 %

Date project was completed August 19, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor sprinkling shoulders and blading them to shape. Project completed August 19, and contractor moved equipment away from job.

H. Stoddart, B.P.R. inspector over job on August 19.

J. L. Frankus, material inspector, layed off August 19.

Party completed final estimate and shipped it to Division office August 20.

This is the final report on this project.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

NOTED

AUG 23 1937

Signed John T. Burch

Address Paisley, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.84	9.84		9.84	
Miles partially completed	9.84	9.84		9.84	
Miles completed	9.84	9.84		9.84	
Total estimated quantities	79000	26000		10800 900	c.y. Tons
Estimated quantities moved or placed to date	76078	25875		11030 890	c.y. Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				6	
Average force on project for week				11	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	Supervision						3
Men and teams	Skilled Labor						2
Men and trucks under 3 tons	Intermediate Grade						0
Men and trucks over 3 tons	Unskilled Labor						6
Men and tractors							11

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., 2 - 1½ Ton Trucks ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#1946

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AUG 5 1937
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107-B

August 3, 1937

Mr. Jack Barnett
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Dear Sir:

Responding to your telephonic request, I have asked our auditor to hold up payments in connection with Itschner & Rigdon's contract for the Chalk Cliff-Paisley Section of the Fremont Highway until receiving further advice.

The auditor advises me that your request came too late to hold up payment of the current voucher in the amount of $4,600 inasmuch as this warrant was mailed out to Itschner & Rigdon yesterday. Future payments will, however, be held until we receive further instructions.

Very truly yours,

Secretary

HBG:AM

cc - Carl Smith

REFERRED TO
BY SECRETARY

note

Jack Barnett
Stahm + Rigdon

Chalk Cliff - Pauly
9 units 9 8

hold up payments

4600 went out last night

COMMISSIONERS
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
[illegible] Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 19, 1937

In reply please refer to file no.

NOTED
C. B. McCullough

167-13

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

The sub-contract between Itschner & Rigdon and Edwin C. Gerber, for the construction of roadmix on the Chalk Cliff-Paisley Section, meets the approval of this office. The sub-contract is not very clear as to being made a part of the original contract. The sub-contractor should fully understand that he must comply with all the specifications covering work and labor regulations as set forth in the original contract.

One copy of sub-contract is being returned for your files and records.

In the future when submitting a sub-contract, please approve it if it meets with your approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
W. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

147-B

NOTED
C. B. McCULLOUGH

July 19, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

The sub-contract between Itschner & Rigdon and Edwin C. Gerber, for the construction of roadmix on the Chalk Cliff-Paisley Section, meets the approval of this office. The sub-contract is not very clear as to being made a part of the original contract. The sub-contractor should fully understand that he must comply with all the specifications covering work and labor regulations as set forth in the original contract.

One copy of sub-contract is being returned for your files and records.

In the future when submitting a sub-contract, please approve it if it meets with your approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock ✓

Form 5-D-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

107-13

July 16th
1937

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: ~~Mr. N. G. Smith~~

Dear Sir:

Enclosed herewith is a subcontract entered into between Itschner & Rigdon, of the first part, and Edwin C. Gerber, of the second part, contractors on the Chalk Cliff-Paisley Grading, Surfacing and Oiling project near Paisley.

I see no objections to this subcontract as written.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

NOTED
C. B. McCullough

R H BALDOCK

June 30th, 1937

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107-13

NOTED
State Highway Engineer

Cost Analysis to June 28th, 1937

Fremont Highway, Chalk Cliff-Paisley Section
Contract 1946, Prefix 19-1104

Itschner & Rigdon, Contractors
J. T. Burch, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 150.00	100%				$ 500.00
Trench Excavation	198.31	283.3	cu. yd.	0.70	0.85	240.80
Excavation, Single Class	14,185.54	75,500	cu. yd.	0.187	0.18	13,590.00
Overhaul	975.00	65,000	yd. sta.	0.015	0.01	650.00
Truck Haul	1,800.00	15,000	yd. mi.	0.12	0.11	1,650.00
Finishing Roadbed & Slopes	1,968.00	9.84	miles	200.00	140.00	1,377.60
Rounding Cutbanks	539.60	6,745	lin. ft.	0.08	0.10	674.50
18" Corr. Iron Siphon Pipe	275.00	104	" "	2.64	2.50	260.00
12" Corr. Iron Pipe	465.12	304	" "	1.53	1.40	425.60
18" " " "	808.50	350	" "	2.31	2.65	927.50
24" " " "	154.00	44	" "	3.50	3.80	167.20
30" " " "	206.88	48	" "	4.31	4.70	225.60
36" " " "	102.56	16	" "	6.41	7.00	112.00
48" " " "	115.64	14	" "	8.26	8.50	119.00
Salvaging Culvert Pipe	179.00	358	" "	0.50	0.50	179.00
Class "A" Concrete	105.00	3.87	cu. yd.	27.13	20.00	77.40
Gravel Topping	4,931.86	25,680	cu. yd.	0.192	0.30	7,704.00
Hauling Gravel Topping	5,282.00	55,600	yd. mi.	0.095	0.10	5,560.00
Filler	284.75	1,139	cu. yd.	0.25	0.40	455.60
Hauling Filler	264.00	2,200	yd. mi.	0.12	0.15	330.00
Sprinkling	375.00	300	M-Gal.	1.25	1.25	375.00
	$ 33,365.56					$ 35,600.80

Gross Revenue	$35,600.80
Total Cost	33,365.56
Net Profit	$ 2,235.24

Net Profit Equals 6.2% of Gross Revenue

Chalk Creek-Paisley Section

Detail of Cost

Labor:			
Supervision		$2,243.56	
Labor		8,644.90	
State Industrial Accident Insurance		361.55	
Social Security & Unemployment Insurance		503.79	
			$ 11,753.80
Materials:			
18" Corr. Iron Siphon Pipe	103 lin. ft. at 1.80	187.20	
18" " " " " Bands	3 each at 2.50	7.50	
12" Corr. Iron Pipe	304 lin. ft. at 1.14	346.56	
12" " " " Bands	41 each at 1.41	57.81	
18" " " "	350 lin. ft. at 1.65	577.50	
18" " " " "	40 each at 2.42	96.80	
24" " " "	44 lin. ft. at 2.59	113.96	
24" " " " "	7 each at 3.02	21.14	
30" " " "	48 lin. ft. at 3.25	156.00	
30" " " " "	8 each at 4.13	33.04	
36" " " "	16 lin. ft. at 5.09	81.44	
36" " " " "	3 each at 4.81	14.43	
48" " " "	14 lin. ft. at 6.89	96.46	
48" " " " "	2 each at 6.46	12.92	
Cement	27 sacks at 1.10	29.70	
			1,832.46
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		8,788.20	
Hired Trucks		4,233.51	
Gas, Oil & Grease		3,451.31	
Small Tools, Repairs & Misc.		1,826.33	
Move In		657.11	
Miscellaneous Overhead Expense		110.82	
Bond 1% of Gross Revenue		356.01	
Home Office 1% of Gross Revenue		356.01	
			19,779.30
			$ 33,365.56

Chalk Creek-Paisley Section

REMARKS:

This contract was let on Dec. 19th, 1936, and work was started Jan. 12th, 1937; up to June 26th, it was about 46% complete. The grading and gravel surfacing is complete and about July 1st, work on the production of screened gravel mineral aggregate for the road mix will be commenced.

A 3/8 cu. yd. unit shovel mounted on a truck chassis was used to dig the large cut of 22,000 cu. yds. at the south end of the project. The rest of the excavation consisted of shallow cuts and borrow in side ditches and was moved with blades and 8 cu. yd. LeTourneau scrapers. Winter weather slowed down production, but good progress was made during the last few months.

The gravel topping was taken from pits located adjacent to the highway. The pits required very little stripping and consisted mostly of ideal material for the 3/8 cu. yd. shovel to handle. While operating the shovel averaged 50 to 60 cu. yds. per hour.

The contractors have sublet the oiling to E. C. Gerber. This job was bid too low for a fair profit, but the contractors will earn a fair rental on their equipment.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Baldock

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t Analysis to April 24, 19

Apr. 29, 1937

Fremont Highway, Chalk Cliff-Paisley Section
Contract 1946, Prefix 19-1104

NOTED
State Highway Engineer

Itschner & Rigdon, Contractors
J. T. Burch, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$150.00	100%			$ 500.00
Trench Excavation	104.00	160 cu. yd.	0.65	0.85	136.00
Excavation, Single Class	12,066.29	63,000 cu. yd.	0.191	0.18	11,340.00
Overhaul	900.00	60,000 yd. sta.	0.015	0.01	600.00
Truck Haul	1,620.00	13,500 yd. mi.	0.12	0.11	1,485.00
Finishing Roadbed & Slopes	1,200.00	6 Miles	200.00	140.00	840.00
Rounding Cutbanks	280.00	3,500 lin. ft.	0.08	0.10	350.00
12" Corr. Iron Pipe	457.50	300 lin. ft.	1.53	1.40	420.00
18" " " "	691.80	300 lin. ft.	2.31	2.65	795.00
24" " " "	209.60	60 lin. ft.	3.50	3.80	228.00
30" " " "	215.54	50 lin. ft.	4.31	4.70	235.00
36" " " "	128.23	20 lin. ft.	6.41	7.00	140.00
48" " " "	132.16	16 lin. ft.	8.26	8.50	136.00
Salvaging Culvert Pipe	150.00	300 lin. ft.	0.50	0.50	150.00
Gravel Topping	2,030.00	9,000 cu. yd.	0.23	0.30	2,700.00
Hauling Gravel Topping	1,040.00	9,000 yd. mi.	0.12	0.10	900.00
Total	$ 21,375.12				$ 20,955.00

Total Cost	$21,375.12
Gross Revenue	20,955.00
Net Loss	420.12

Net Loss Equals 2% of Gross Revenue

Chalk Cliff — Paisley Section

Detail of Cost

Labor:

Supervision		$1,403.19	
Labor		5,609.52	
State Industrial Accident Insurance		200.20	
Unemployment & Old Age Insurance		220.60	
			$7,433.51

Materials:

12" Corr. Iron Pipe	300 lin. ft. at 1.14	342.00	
12" " " " Bands	40 each at 1.41	56.40	
18" " " "	300 lin. ft. at 1.65	495.00	
18" " " " "	40 each at 2.42	96.80	
24" " " "	60 lin. ft. at 2.59	155.40	
24" " " " "	10 each at 3.02	30.20	
30" " " "	50 lin. ft. at 3.25	162.50	
30" " " " "	8 each at 4.13	33.04	
36" " " "	20 lin. ft. at 5.09	101.80	
36" " " " "	3 each at 4.81	14.43	
48" " " "	16 lin. ft. at 6.89	110.24	
48" " " " "	2 each at 6.46	12.92	
			1,610.73

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	5,966.70	
Hired Trucks	2,026.80	
Gas, Oil & Grease	2,245.65	
Small Tools, Repairs & Misc. Supplies	1,288.94	
Freight & Cartage	337.37	
Overhead Expense	60.52	
Bond	202.45	
Home Office & General Overhead	202.45	
		12,330.88
Cost Grand Total		$ 21,375.12

Chalk Cliff-Paisley Section

REMARKS:

This contract was let on Dec. 19, 1936, and work started Jan. 12, 1937. It consists of the grading, gravel surfacing and oiling of 9.84 miles of roadway. Up to April 24th, the project was about 27% complete.

A 3/8 cu. yd. unit shovel mounted on a truck chassis was used to dig the large gravel cut of 22,000 cu. yds. at the south end of the project. The rest of the material consisted of shallow cuts and borrow in side ditches and was moved with blades and 8 cu. yd. LeTourneau scrapers. Winter weather slowed down production, but at present the contractor is making good progress.

The gravel topping was taken from pits located adjacent to the highway. The pits required very little stripping and consisted of ideal material for the 3/8 cu. yd. shovel to handle. While operating the shovel will average 50 to 60 cu. yds. per hour, and recently it averaged about 81 cu. yds. for an 8 hour day. Although the shovel has been constantly breaking down, the fine grading and roadbed finishing crew have been unable to keep ahead of the topping operations. The grading and topping should be finished sometime around the first of June.

The contractors have made no definite arrangement for oiling. They do not have any oiling equipment of theirown and will either lease the necessary equipment and do the oiling themselves or sub the oiling to an oiling contractor. They have contacted some of the oiling contractors, but have not reached an agreement as the oiling contractors want more than the bid price. The bid price on RC 3 at $25.00 a ton is about $2.00 too low as the haul will be 50 miles. The bid price on road mix at $550.00 a mile should be O.K.

This job was bid too low for a fair profit, but the contractors will probably earn fair rental on their equipment.

E. H. Clymer

By . . Henry Jullum

FORM 5-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 30 1937
FOR FILING

107-13

April 27, 1937

R 3910

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Some time ago we recommended for approval force order dated March 22nd on the Chalk Cliff-Paisley Section of the Fremont Highway in Lake County covering the construction of 326 rods of fencing on the Richard Curran, Jr., property.

We are in receipt of a letter from Mr. C. F. Snider of Lakeview in which he calls attention to the necessity for fencing the property at the earliest possible time, as two or three offers have been received for leasing the property for grazing but this can not be done on account of the fences being down along the right of way. Mr. Snider states further that a loss of $200.00 in rental may be caused if the right of way is not fenced at the earliest possible moment.

In view of the fact that it is the State's obligation to construct the fencing and it appears to be an emergency from the owner's standpoint, it is requested that the matter be given the earliest attention that may be consistent.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. F. Snider
Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. John T. Burch

RECEIVED
APR 14 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

Oregon 107-B
Chalk Cliff-Paisley Section
of Fremont Hwy.

April 12, 1937

RECEIVED
APR 13 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tor

Section B
Oregon Federal Aid Project No. 107

Agr. 1766

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 16, 1927 by the State Highway Commission of Oregon, and on June 4, 1927 by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon Federal Aid project No. 107; and

WHEREAS, the plans and specifications previously approved for said Section B provided for the construction of 9.485 miles of graded roadway, in Lake County, for which the estimate approved was $30,129.00, and $18,077.40 Federal funds were set aside to the credit of said Section B; and

WHEREAS, the construction of said Section B in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $26,678.16, and voucher in the sum of $16,076.31 has been passed for payment as the share of the Federal Government on said Section B; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section B and a revision of the plans, specifications and estimate approved therefor to provide for reconstructing the project on a revised alignment between survey stations 2409+00 and 2434+00 and for extending the project southerly from survey stations 2409+00 to 2384+57.4, thereby increasing its length from 9.485 miles to 9.892 miles; to provide for constructing a bituminous roadmix wearing surface over its entire length, at an estimated cost of $85,302.06; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from the previous actual cost of $26,678.16 to $111,980.16, and that the Federal funds approved and set aside to the credit of said Section B be increased from the previous actual payment of $16,076.31 to $68,106.31;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-eight thousand, one hundred six and 31/100 dollars ($68,106.31) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 2384+57.4 at the north end of the Chewaucan River bridge in Section 24,

T. 33 S., R. 18 E., W.M. and survey station 2909+82.0 at the east end of Section A of said project in the SE 1/4, Section 5, T. 33 S., R. 17 E., W.M., length 9.892 miles, in Lake County, being Section B of Oregon Federal Aid project No. 107, consisting of 9.892 miles of roadway and no bridges of more than 20 feet clear span."

Paragraph (a) of Article III shall read:

> "(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Paragraphs (b) and (c) of Article III shall be and are hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of sixty-eight thousand, one hundred six and 31/100 dollars ($68,106.31), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eleven thousand, nine hundred eighty and 16/100 dollars ($111,980.16), the approved total estimated cost of Section B of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.
>
> "The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 18th day of February, 1937, and the Secretary of Agriculture on the 27th day of March, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Section B
Oregon Federal Aid Project No. 107

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **107-B** State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **111,980.16** **in lieu of the previous actual payment of $16,076.31** as the total estimated cost of said project, and the sum of $ **68,106.31/** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of [illegible] one thousand nine hundred and Thirty-seven

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4820

RECEIVED
FEB 17 1937
FOR FILING

RECEIVED
FEB 15 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 107-B
Chalk Cliff-Paisley Sec.of
the Fremont Highway

February 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

[illegible]

RECEIVED
FEB 2 1937
FOR FILING
107-B

February 1, 1937

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

[redacted]

We are sending to you today by express a fully executed copy of contract No. 1946 which was awarded to Itschner & Rigdon on December 19, 1936, for grading, surfacing and oiling on the Chalk Cliff-Paisley Section of the Fremont Highway in Lake County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

AH

By Secretary

RECEIVED
FEB 2 1937
FOR FILING

167-B

February 1, 1937

Itschner & Rigdon
Barlow, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1946 awarded to you on December 19, 1936, for grading, surfacing and oiling on the Chalk Cliff-Paisley Section of the Fremont Highway in Lake County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
JAN 26 1937
FOR FILING
107-B

January 25, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Chalk Cliff-Paisley Section, Federal Aid Project No. 107-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GB

Encl.

Co C6

Oregon State Highway Department Federal Aid Project No. 107-B

CHALK CLIFF-PAISLEY SECTION OF THE
FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork	$ 26,678.16
Federal Aid Paid, Roadwork	$ 16,076.31
Length of Original Project	9.485 miles
Length of Original Project (Revised)	9.479 miles
Length of Extension	0.413 mile
Total Revised Length of Project	9.892 miles

NEW WORK

Extension of Project (Sta. 2384+57.4 to 2406+37.0)

All Required		Clearing and Grubbing		$ [illegible]
10	cu. yds.	Trench Excavation	$ 0.85	8.50
25,200	cu. yds.	Excavation, Single Classification	0.18	4,536.00
17,000	yd. sta.	Overhaul	0.01	170.00
0.41	mile	Finishing Roadbed and Slopes	140.00	57.40
1,400	lin. ft.	Rounding Cutbanks	0.10	140.00
70	lin. ft.	18" Corr. Iron Pipe	2.65	185.50
200	cu. yds.	Gravel Shoulders	0.30	60.00
500	yd. mi.	Hauling Shoulder Materials	0.10	50.00
30	cu. yds.	Filler	0.40	12.00
30	yd. mi.	Hauling Filler	0.15	4.50
10	M-Gal.	Sprinkling	1.25	12.50
0.41	mile	Preparation of Base	100.00	41.00
400	cu. yds.	Mineral Aggregates	0.40	160.00
1,000	yd. mi.	Hauling Mineral Aggregates	0.10	100.00
0.41	mile	Mixing & Finishing	550.00	225.50
38	tons	Light Cutback Asphalt in Place	25.00	950.00
			Subtotal	$ 6,733
			10% Engr. & Cont.	673
			Total	$ 7,406

Length	0.413 mile
Cost per mile	$ 17,932

C6

__Original Project__ (__Sta. 2406+37 to 2907+90__)

All Required		Clearing and Grubbing		$ 479.00
190	cu. yds.	Trench Excavation	$ 0.85	161.50
53,800	cu. yds.	Excavation, Single Classification	0.18	9,684.00
58,000	yd. sta.	Overhaul	0.01	580.00
18,000	yd. mi.	Truck Haul	0.11	1,980.00
9.43	miles	Finishing Roadbed and Slopes	140.00	1,320.20
5,100	lin. ft.	Rounding Cutbanks	0.10	510.00
120	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	300.00
360	lin. ft.	12" Corr. Iron Pipe	1.40	504.00
300	lin. ft.	18" Corr. Iron Pipe	2.65	795.00
60	lin. ft.	24" Corr. Iron Pipe	3.80	228.00
50	lin. ft.	30" Corr. Iron Pipe	4.70	235.00
20	lin. ft.	36" Corr. Iron Pipe	7.00	140.00
16	lin. ft.	48" Corr. Iron Pipe	8.50	136.00
300	lin. ft.	Salvaging Culvert Pipe	0.50	150.00
6	cu. yds.	Class "A" Concrete	20.00	120.00
26,000	cu. yds.	Gravel Topping	0.30	7,800.00
63,000	yd. mi.	Hauling Gravel Topping	0.10	6,300.00
3,800	cu. yds.	Gravel Shoulders	0.30	1,140.00
8,000	yd. mi.	Hauling Shoulder Materials	0.10	800.00
4,570	cu. yds.	Filler	0.40	1,828.00
4,570	yd. mi.	Hauling Filler	0.15	685.50
640	M-Gal.	Sprinkling	1.25	800.00
9.43	miles	Preparation of Base	100.00	943.00
10,400	cu. yds.	Mineral Aggregates	0.40	4,160.00
23,000	yd. mi.	Hauling Mineral Aggregates	0.10	2,300.00
9.43	miles	Mixing & Finishing	550.00	5,186.50
862	tons	Light Cutback Asphalt in Place	25.00	21,550.00
			Subtotal	$ 70,815
			10% Engr. & Cont.	7,081
			Total	$ 77,896

Length	9.426 miles
Cost per mile	$ 8,263

__SUMMARY OF FUNDS REQUESTED__

__Item__	__Total Cost__	__Federal Aid Funds__	__State Funds__
Extension	$ 7,406	$ 4,517	$ 2,889
Original Project	77,896	47,513	30,383
	$ 85,302	$ 52,030	$ 33,272

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 7 1937
FOR FILING

107-B

December 19, 1936

Itschner & Higdon,
Barlow, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission today awarded to you the contract covering construction of the Chalk Cliff-Paisley Section of the Fremont Highway, in Lake County, based on your low bid of $77,549.60 submitted on December 17, 1936.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

M

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
DECEMBER 19 1936

ITSCHNER & RIGDON
BARLOW OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT FOR CHALK CLIFF PAISLEY SECTION OF FREMONT HIGHWAY IN LAKE COUNTY AT YOUR LOW BID SUBMITTED DECEMBER SEVENTEENTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

FILE ✓

get confirmed

RECEIVED
JAN 26 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 1
STATE HI

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 107-B

December 19, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 107-B, Chalk Cliff-Paisley section of the Fremont Highway, to Itschner & Rigdon, Barlow, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
DEC 8 1936
FOR FILING

107B

December 7, 1936

Mr. W. E. Chandler
Highway Division Engineer
Bend, Oregon

Dear Sir:

We are sending herewith copies of correspondence we have had with the Bureau of Public Roads, relative to the aggregates to be used in the road mix wearing surface on the Chalk Cliff-Paisley Project.

Please make arrangements for the inspection and approval of the materials to be used as aggregates before any of the materials are incorporated in the work

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc E. G. Smith

Encl.

December 1, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

In reply to your letter of November 30th, relative to the quality of the materials to be used as aggregates in the oiling work on the Chalk Cliff-Paisley Project (F. A. Project 107-B), this letter is an agreement on our part that no materials will be used as aggregates without prior approval of the materials by an authorized representative of your Bureau.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 30, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of plans, specifications and estimate covering grading, surfacing and oil roadmix wearing surface on Oregon Federal Aid Project 107-B, the Chalk Cliff-Paisley Section of the Fremont Highway.

In specifying the gravel for use on this project, particularly for oiling, no requirement regarding the quality of the aggregates is included. In view of our letter of October 31, 1935, on Federal Aid Projects 100-A and B, we are at a loss to understand why the requirement was omitted.

We would prefer to have the special provisions changed to cover this matter, but if this is not possible, advice from you that no aggregates will be used without the prior approval of this office will be accepted and the project recommended for approval.

Pending receipt of advice from you, the project papers will be held in this office.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 26 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 107-B

POST OFFICE BUILDING
PORTLAND, OREGON

December 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for reopening Oregon Federal Aid Project No. 107-B, the Chalk Cliff-Paisley Section of the Fremont Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 26 1937
FOR FILING

107-B

November 24, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans and specifications for the Chalk Cliff-Paisley Section, F. A. Project No. 107-B (Reopened).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Sometime ago when plans were submitted for the Chewaucan Narrows-Paisley Section, Projects Nos. 100-A and 100-B, a revised project statement map was submitted for Project No. 100, showing an extension to connect with Project No. 107. This map indicates the south end of Project No. 107 to be a short distance north of the bridge at Paisley, but our records for that project indicate this point should have been at the bridge. We have, accordingly, revised the map for Project No. 100, and are sending five blueprint copies under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 107-B

CHALK CLIFF-PAISLEY SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 24, 1936

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork	$ 26,678.16
Federal Aid Paid, Roadwork	$ 16,076.31
Length of Original Project	9.485 miles
Length of Original Project (Revised)	9.479 miles
Length of Extension	0.413 mile
Total Revised Length of Project	9.892 miles

NEW WORK

Extension of Project (Sta. 2384+57.4 to 2406+37.0)

All Required		Clearing and Grubbing		$ 30.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
25,200	cu. yds.	Excavation, Single Classification	0.22	5,544.00
17,000	yd. sta.	Overhaul	0.02	340.00
0.41	mile	Finishing Roadbed and Slopes	250.00	102.50
1,400	lin. ft.	Rounding Cutbanks	0.10	140.00
70	lin. ft.	18" Corr. Iron Pipe	3.00	210.00
200	cu. yds.	Gravel Shoulders	0.30	60.00
500	yd. mi.	Hauling Shoulder Materials	0.15	75.00
30	cu. yds.	Filler	0.40	12.00
30	yd. mi.	Hauling Filler	0.20	6.00
10	M-Gal.	Sprinkling	1.50	15.00
0.41	mile	Preparation of Base	100.00	41.00
400	cu. yds.	Mineral Aggregates	0.40	160.00
1,000	yd. mi.	Hauling Mineral Aggregates	0.15	150.00
0.41	mile	Mixing & Finishing	600.00	246.00
38	tons	Light Cutback Asphalt in Place	27.00	1,026.00
		Subtotal		$ 8,167
		10% Engr. & Cont.		816
		Total		$ 8,983

Length	0.413 mile
Cost per mile	$ 21,750

Original Project (Sta. 2406+37 to 2907+00)

All Required		Clearing and Grubbing		$ 670.00
190	cu. yds.	Trench Excavation	$ 1.00	190.00
53,800	cu. yds.	Excavation, Single Classification	0.22	11,836.00
58,000	yd. sta.	Overhaul	0.02	1,160.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
9.43	miles	Finishing Roadbed and Slopes	250.00	2,357.50
5,100	lin. ft.	Rounding Cutbanks	0.10	510.00
120	lin. ft.	18" Corr. Iron Siphon Pipe	3.50	420.00
360	lin. ft.	12" Corr. Iron Pipe	2.00	720.00
300	lin. ft.	18" Corr. Iron Pipe	3.00	900.00
60	lin. ft.	24" Corr. Iron Pipe	4.00	240.00
50	lin. ft.	30" Corr. Iron Pipe	6.00	300.00
20	lin. ft.	36" Corr. Iron Pipe	7.00	140.00
16	lin. ft.	48" Corr. Iron Pipe	9.00	144.00
300	lin. ft.	Salvaging Culvert Pipe	1.00	300.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
26,000	cu. yds.	Gravel Topping	0.30	7,800.00
63,000	yd. mi.	Hauling Gravel Topping	0.12	7,560.00
3,800	cu. yds.	Gravel Shoulders	0.30	1,140.00
8,000	yd. mi.	Hauling Shoulder Materials	0.15	1,200.00
4,570	cu. yds.	Filler	0.40	1,828.00
4,570	yd. mi.	Hauling Filler	0.20	914.00
640	M-Gal.	Sprinkling	1.50	960.00
9.43	miles	Preparation of Base	100.00	943.00
10,400	cu. yds.	Mineral Aggregates	0.40	4,160.00
23,000	yd. mi.	Hauling Mineral Aggregates	0.15	3,450.00
9.43	miles	Mixing & Finishing	600.00	5,658.00
862	tons	Light Outback Asphalt in Place	27.00	23,274.00
		Subtotal		$ 81,624
		10% Engr. & Cont.		8,162
		Total		$ 89,786

Length 9.426 miles
Cost per mile $ 9,519

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension	$ 8,167	$ 4,981	$ 3,186
Original Project	89,786	54,769	35,017
	$ 97,953	$ 59,750	$ 38,203

Oregon State Highway Department　　　　　　Federal Aid Project No. 107-B

CHALK CLIFF-PAISLEY SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 24, 1936

COMPLETED FEDERAL AID WORK

Final Cost, Roadwork	$ 26,678.16
Federal Aid Paid, Roadwork	$ 16,076.31
Length of Original Project	9.485 miles
Length of Original Project (Revised)	9.479 miles
Length of Extension	0.413 mile
Total Revised Length of Project	9.892 miles

NEW WORK

Extension of Project (Sta. 2384+57.4 to 2406+37.0)

All Required		Clearing and Grubbing		$ 30.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
25,200	cu. yds.	Excavation, Single Classification	0.22	5,544.00
17,000	yd. sta.	Overhaul	0.02	340.00
0.41	mile	Finishing Roadbed and Slopes	250.00	102.50
1,400	lin. ft.	Rounding Cutbanks	0.10	140.00
70	lin. ft.	18" Corr. Iron Pipe	3.00	210.00
200	cu. yds.	Gravel Shoulders	0.30	60.00
500	yd. mi.	Hauling Shoulder Materials	0.15	75.00
30	cu. yds.	Filler	0.40	12.00
30	yd. mi.	Hauling Filler	0.20	6.00
10	M-Gal.	Sprinkling	1.50	15.00
0.41	mile	Preparation of Base	100.00	41.00
400	cu. yds.	Mineral Aggregates	0.40	160.00
1,000	yd. mi.	Hauling Mineral Aggregates	0.15	150.00
0.41	mile	Mixing & Finishing	600.00	246.00
38	tons	Light Cutback Asphalt in Place	27.00	1,026.00
			Subtotal	$ 8,167
			10% Engr. & Cont.	816
			Total	$ 8,983

Length	0.413 mile
Cost per mile	$ 21,750

Original Project (Sta. 2406+37 to 2907+00)

All Required		Clearing and Grubbing		$ 670.00
190	cu. yds.	Trench Excavation	$ 1.00	190.00
53,800	cu. yds.	Excavation, Single Classification	0.22	11,836.00
58,000	yd. sta.	Overhaul	0.02	1,160.00
18,000	yd. mi.	Truck Haul	0.15	2,700.00
9.43	miles	Finishing Roadbed and Slopes	250.00	2,357.50
5,100	lin. ft.	Rounding Cutbanks	0.10	510.00
120	lin. ft.	18" Corr. Iron Siphon Pipe	3.50	420.00
360	lin. ft.	12" Corr. Iron Pipe	2.00	720.00
300	lin. ft.	18" Corr. Iron Pipe	3.00	900.00
60	lin. ft.	24" Corr. Iron Pipe	4.00	240.00
50	lin. ft.	30" Corr. Iron Pipe	6.00	300.00
20	lin. ft.	36" Corr. Iron Pipe	7.00	140.00
16	lin. ft.	48" Corr. Iron Pipe	9.00	144.00
300	lin. ft.	Salvaging Culvert Pipe	1.00	300.00
6	cu. yds.	Class "A" Concrete	25.00	150.00
26,000	cu. yds.	Gravel Topping	0.30	7,800.00
63,000	yd. mi.	Hauling Gravel Topping	0.12	7,560.00
3,800	cu. yds.	Gravel Shoulders	0.30	1,140.00
8,000	yd. mi.	Hauling Shoulder Materials	0.15	1,200.00
4,570	cu. yds.	Filler	0.40	1,828.00
4,570	yd. mi.	Hauling Filler	0.20	914.00
640	M-Gal.	Sprinkling	1.50	960.00
9.43	miles	Preparation of Base	100.00	943.00
10,400	cu. yds.	Mineral Aggregates	0.40	4,160.00
23,000	yd. mi.	Hauling Mineral Aggregates	0.15	3,450.00
9.43	miles	Mixing & Finishing	600.00	5,658.00
862	tons	Light Cutback Asphalt in Place	27.00	23,274.00
			Subtotal	$ 81,624
			10% Engr. & Cont.	8,162
			Total	$ 89,786

Length 9.426 miles
Cost per mile $ 9,519

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension	$ 8,167	$ 4,981	$ 3,186
Original Project	89,786	54,769	35,017
	$ 97,953	$ 59,750	$ 38,203

FORM 8-A-1 3M 8-30

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
2 1936
FOR FILING

October 31, 1936.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

In writing up the special provisions for the Chalk Cliff-Paisley Section of the Fremont Highway, the following questions have been raised:-

1 - At Station 2902, your plans indicate that a 12" siphon was required. Will it be necessary to construct pressure boxes? If so, the amount of Class "A" concrete required.

2 - Will you please furnish typical section for a road mix. For our information we would appreciate having your computation of quantities of aggregate and oil required.

3 - To what width do you wish the prime coat laid?

4 - Will you please check the thickness of the two road-mix projects recently laid on the Fremont Highway and give us the actual quantity involved in their construction.

This information is requested for checking purposes in writing up future projects.

Yours very truly,

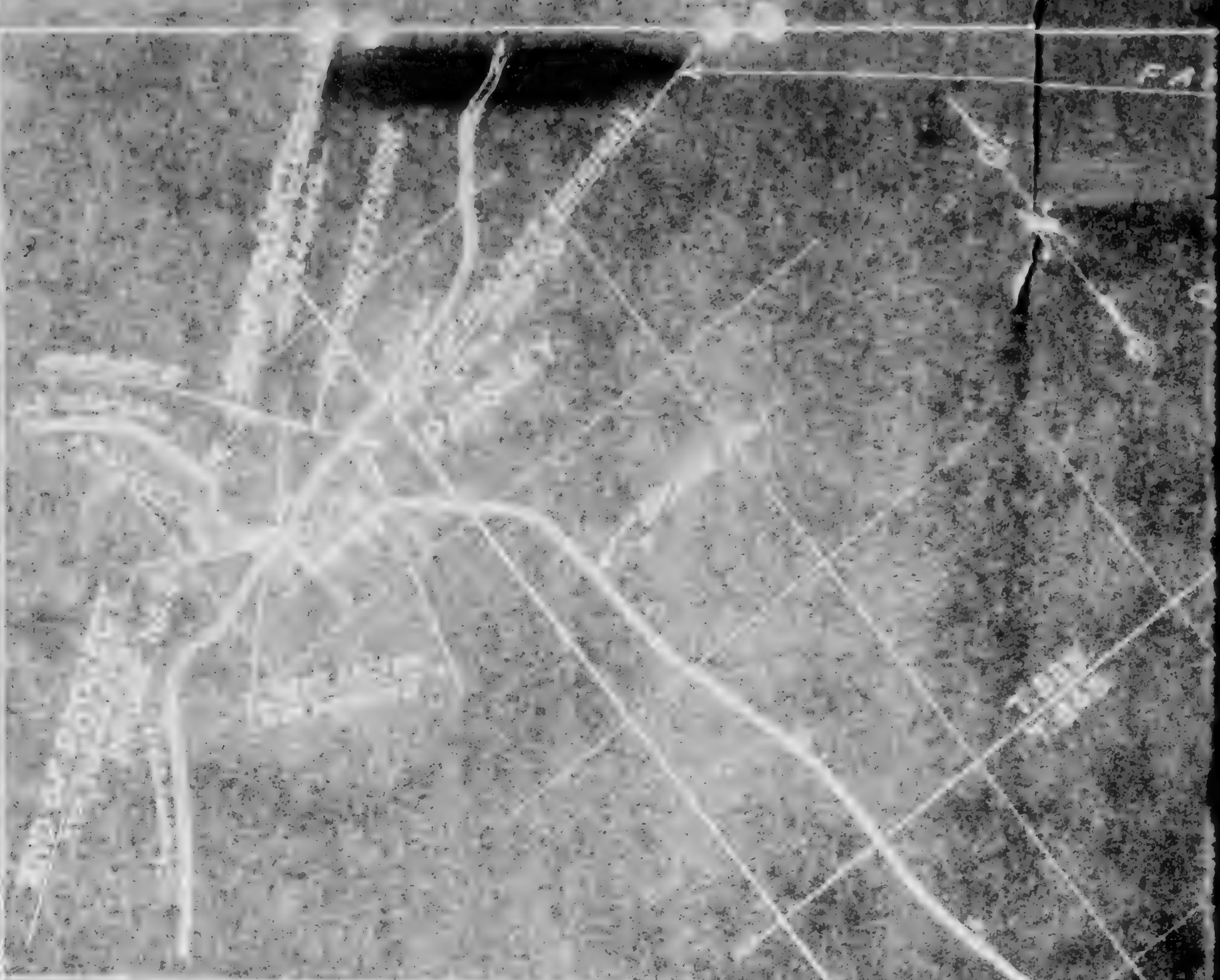
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

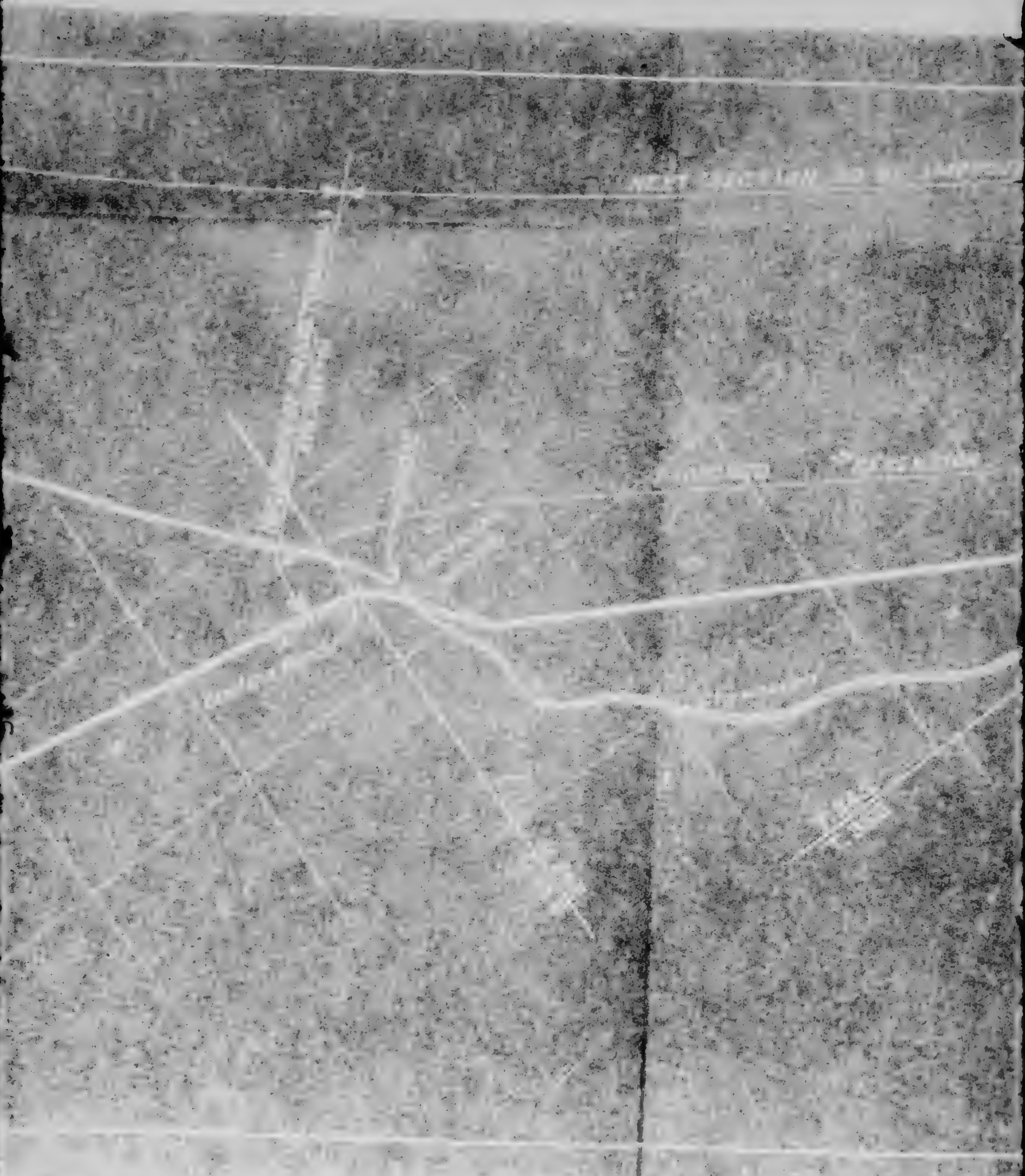
CHEWAUCAN NARROWS - PAISLEY SEC.

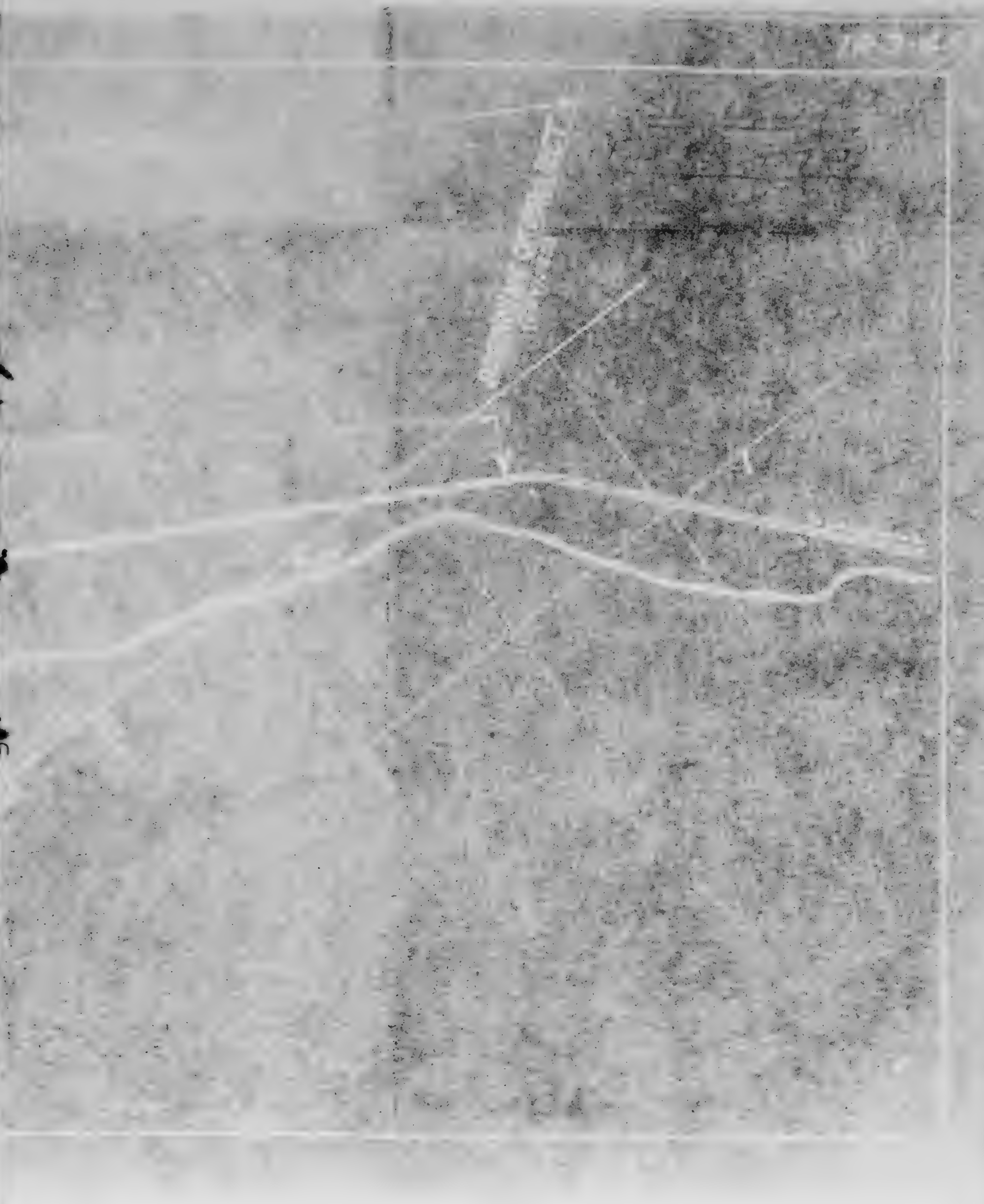
FREMONT HIGHWAY

LAKE COUNTY

FED. AID PROJ. No. [illegible] (Revised)

Scale 1" = 2000' [illegible]





CONTRACT# [redacted] 1947, SEE: CONTRACT# 581

1947 SEE: Contract 581

CONTRACT# [redacted]1948, SEE: CONTRACT# [redacted]1657

1948 SEE: Contract 1657

CONTRACT# 1948

FA 169-DEFG Gales-Lime Sec., Old 1937
Oregon Trail Hwy.
1948

RECEIVED
FEB 14 1939
FOR FILING
169-P

February 11, 1939

Mr. H. A. Toole
Resident Highway Engineer
LaGrande, Oregon

Dear Sir:

In making the final check of the expenditures on Contract No. 1948, the Gales-Lime project, we find that over 40% of the engineering charges against this project were made after the final records were submitted and the final estimate paid.

The total engineering, as shown on the cost books, is approximately $3,400.00, $1,400.00 of which was expended during and after September, 1938. Inasmuch as this proportion of the total expenditure is unusually high, we request that you advise as to what work was performed after the completion of the construction work and submission of the final records to represent such a large proportion of the total engineering costs.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/CS

cc Mr. W. C. Williams

RECEIVED
MAY 27 1938
FOR FILING

Fa 169-D

May 26, 1938

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 22, we are sending, under separate cover, three copies of easement covering those portions of Projects Nos. FA 169-B, F and G where an encroachment exists on the railroad right of way.

We are enclosing herewith a statement of constructed length for Project No. FA 169-F. Likewise is enclosed the data requested concerning inspection reports for structural steel used in the bridges on Project No. 169-G.

With reference to the length of concrete handrail on the bridge quantities for Project No. FA 169-G, the apparent overrun was occasioned by an error in the bid quantity listed in the bid proposal. The plan summary listed the correct quantity but since bids were received on the smaller amount the project agreement estimate was made to conform to the bid item, even though incorrect. The P. S. & E. estimate listed the quantities correctly.

Your inquiry concerning this overrun referred to Section F but it is our belief you had in mind Section G, since none occurred on Section F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers recently submitted for Oregon Federal Aid Projects 169-D, 169-F and 169-G, Gales-Lime section of the Old Oregon Trail.

We do not appear to have received copies of easements from the railroad company covering encroachments on the right of way. Will you please forward such copies as soon as possible to avoid delay in payment of the vouchers.

Your summary of completed work for Section F shows the length as 3.433 miles, which is 0.002 mile less than the project agreement length. Will you please advise what changes were made which occasioned the reduction in length.

The statement of overruns and underruns of bridge quantities on Section F does not mention the item of concrete handrail. Will you please explain the overrun, and advise if any increase in the lengths of the structures is involved.

We do not find in our files any test report for structural steel used in the bridges on Section G. Will you please furnish copies of the reports with your reply.

Br Dpt

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

#1948

RECEIVED
OCT 13 1937
FOR FILING
169-B

October 13, 1937

Idaho Power Company,
Payette, Idaho.

Attention: W. N. Rowberry,
Division Chief Clerk.

Gentlemen:

Reference is made to your letter of October 11th concerning your bill in amount of $550.82 against Babler Bros.

We assume that this is in connection with their contract No. 1948, Gales-Lime Section of the Old Oregon Trail in Baker County. The headquarters of the above firm is 2407 N. W. 28th Avenue, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
OCT 13 1937
OREGON
STATE HIGHWAY COMMISSION

IDAHO POWER COMPANY
PAYETTE, IDAHO

L. W. BRAINARD
DIVISION MANAGER

October 11, 1937

State Highway Department
Salem, Oregon

Gentlemen:

Please be advised that we have a bill, in the amount of $350.82, against the Babler Bros. Construction Company in connection with changing some of our transmission line on a highway improvement job near Huntington. We have mailed this bill to Babler Bros. at Eugene but it has been returned to us unclaimed, and I am wondering if you can furnish us with their address in order that we can present our bill.

Very truly yours,

W. N. Rowberry
Division Chief Clerk

WNR S

#1948

RECEIVED
SEP 13 1937
FOR FILING

169-D

September 10, 1937

United States Fidelity & Guaranty Company,
Walter F.Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1948 for the construction of the Gales-Lime Section of the Old Oregon Trail in Baker County, has been completed by the Contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after September 20, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $74,926.36, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1148

RECEIVED
AUG 20 1937
FOR FILING
169-8

August 18, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Bebler Bros. on Contract No. 1948 for the construction of the Gales-Lime Section of the Old Oregon Trail in Baker County. This payment will be made on or after August 28, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

1698

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1937

Section Gales- Lime

Kind of work Bituminous Macadam

Highway Old Oregon Trail

Section prefix 1-1112

Contractor Babler Brothers

Contract number 1948

Date of contract February 18, 1937

Date of completion August 31, 1937

Date work started March 15, 1937

Estimated date of completion August 9, 1937

Amount of contract $73,746.00

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $74,829.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1800, 2.5 %

Date project was completed August 9, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

5 men worked last Sunday and Monday cleaning out all the side ditches through the cuts.
The blade broomed the entire road on Sunday and trimmed the shoulders on Monday. The roller make a complete pass over all the shoulders on Monday completing the job.

State forces started excavating for the 6" perforated drain tile to be installed at station 1927 on Monday and worked all week.

The engineering crew finished the semi-final on the job on Tuesday and spent the rest of the week running third order levels and making concrete posts to be installed as reference points on the Gales- Lime Section

Signed M A Tash

Address Huntington, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

W. C. WILLIAMS
Division Engineer

cc R. H. Baldock
J. W. McCallister

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				9.90	
Miles partially completed					
Miles completed				9.90	
Total estimated quantities			2300	13,850	
Estimated quantities moved or placed to date			2300	13,850	
Average daily quantities				800	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Baker COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					5	10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	moderate		
Tuesday	moderate		
Wednesday	fair		
Thursday	108 above		
Friday	fair		
Saturday	fair		

cc R. H. Baldock
J. [illegible] McCallister

W. C. WILLIAMS
Division Engineer

FORM 5-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG 18 1937
FOR FILING

169-E

August 14, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Gales-Lime bituminous macadam project was satisfactorily completed by Babler Brothers, contractors, on August 9th.

Certain bid items show a variance of more than 10% with the preliminary estimate, the reasons for such variance being as follows:

3.65 miles of scarifying was required due to the fact that portions of the roadbed became misshapen during the winter so that the two miles estimated was insufficient to cover this item. Sprinkling overran for the same reason, that is, necessity of scarifying and setting up more distance than estimated.

The overrun of approximately 20% in gravel and talus shoulders is by reason of building the shoulders full width of the roadway and in some instances extra width required more material than had been estimated. The crushed rock shoulders underran mainly for the reason that the contractor did not have sufficient amount in stockpiles. The amount used, however, was adequate when placed with the gravel and talus materials and the shoulders are entirely satisfactory.

The underrun in crushed rock in stockpiles was due to the necessity of the contractor having to secure some materials for the bituminous macadam from the piles intended for the state, he having failed to produce a sufficient amount, especially of the ½"-¼" for the bituminous.

Very truly yours

NOTED
State Highway Engineer

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R H Baldock
J. W. McCallister

RECEIVED
SEP 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 169-D
Dixie-Lime section
Old Oregon Trail

169-D

July 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCamfield
L.J.Camfield
Highway Engineer

Encls.

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

Hyp 15486

Form P. R. 2

State Oregon

Project No. 169-D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 29th day of May, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of April, 1931, a project statement, which was approved by the Secretary on the 6th day of May, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 9th day of January, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, three hundred fifty and 00/100 dollars ($18,350.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 173, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey sta. 1868+40 in the SE 1/4, Sec. 4, T. 13 S., R. 44 E., W.M., and survey sta. 2077+00 in the SE 1/4, Sec. 27, T. 13 S., R. 44 E., W.M., with exceptions as follows: 5 bridges, Sta. 1895+75.78 to Sta. 1896+90.62, Sta. 1920+00.3 to Sta. 1921+28.63, Sta. 1939+21.0 to Sta. 1940+39.33, Sta. 2006+44.6 to Sta. 2007+62.84 and Sta. 2065+32.7 to Sta. 2066+52.3, length 3.948 miles, in Baker County, being Section B of Oregon project No. 169, consisting of 3.948 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~.

8—5518

RECEIVED
JUL 23 1937
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of eighteen thousand, three hundred fifty and 00/100 dollars ($18,350.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty thousand, seventy four and 00/100 dollars ($30,074.00), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of June, 1927.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

CP By H J O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 169-D, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 30,074.00 as the total estimated cost of said project, and the sum of $ 18,350.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of June, one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

FORM 2-10-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

169-E

July 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Gales - Lime
Perforated Tile

RECEIVED
JUL 19 1937
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing herewith order for state force work applying to contract projects on the Gale - Lime section of the Old Oregon Trail in Baker county. This work order covers the construction of 600 lin ft of perforated drain tile to drain a thorough cut between stations 1920 and 1926.

Since the highway was reconstructed the roadbed has failed each spring through this cut. The drain tile should be installed to protect the bituminous macadam which is now being placed.

Very truly yours

W C Williams

Division Engineer

WCW V

cc Mr. Baldock

Incls.

NOTED
O. E. McCullough

RECEIVED
MAY 25 1937
FOR FILING

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 169-D
Dixie-Lime Sec. of the Old
Ore. Trail

May 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
[illegible] 1937
STATE [illegible]

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Iron

RECEIVED
MAY 8 1937
FOR FILING
169-D

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dixie-Lime Section, Federal Aid Project No. 169-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 169-D

THREE-LANE SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 20, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork	$ 99,134.66
Total Cost, Bridges	$ 52,897.35
NRH Funds Paid, Roadwork	$ 96,273.38
NRH Funds Paid, Bridges	$ 52,852.46
Length of Roadwork	3.977 miles
Length of Bridges	0.112 miles
Total Length of Project	4.089 miles

NEW WORK

Bituminous Macadam (Sta. 1862+40 to 1864+00)
(Sta. 1890+50 to 2077+00)

3.45	miles	Preparation of Base	$ 100.00	$ 345.00
1.10	miles	Scarifying	200.00	220.00
4,450	cu. yds.	Mineral Aggregate in Place	2.95	13,127.50
330	tons	Asphalt in Place	29.00	9,570.00
50	M-Gal.	Sprinkling	1.50	75.00
1,130	cu. yds.	Gravel and Talus Material in Shoulders	0.50	565.00
570	cu. yds.	¾" Rock in Shoulders	1.75	997.50
3,550	yd. mi.	Hauling Shoulder Materials	0.12	426.00

Subtotal	$ 25,326
10% Engr. & Cont.	2,532
Total	$ 27,858

Length of Roadwork	3.446 miles
Cost per mile	$ 8,084

Oil Mat Surface Treatment (Sta. 1864+00 to 1890+50)

0.50	mile	Preparation of Base	$ 100.00	$ 50.00
300	M-Gal	Mineral Aggregate in Place	2.95	885.00
30	tons	Asphalt in Place	29.00	870.00
110	cu. yds.	¾" Rock in Shoulders	1.75	192.50
150	yd. mi.	Hauling Shoulder Materials	0.12	18.00
			Subtotal	$ 2,015
			10% Engr. & Cont.	201
			Total	$ 2,216

Length of Roadwork	0.502 mile
Cost per mile	$ 4,414

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Bituminous Macadam	$ 27,858	$ 16,998	$ 10,860
Oil Mat Surface Treatment	2,216	1,352	864
	$ 30,074	$ 18,350	$ 11,724

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAR 9 1937
FOR FILING
169-D

March 8, 1937

Babler Bros.
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today by express one fully executed copy of contract No. 1948, awarded to you on February 18, 1937, for the Bituminous Macadam and Oil Mat Surface Treatment of the Gales-Lime Section on the Old Oregon Trail in Baker County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

cc

RECEIVED
FEB 20 1937
FOR FILING

169D879

February 19, 1937

Babler Bros.
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on February 18, 1937, the contract for the construction of the Galee-Lime Section of the Old Oregon Trail in Baker County. This award was based on your low bid of $73,764.00 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

BY

AH Secretary

RECEIVED
MAY 6 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 169-G

RECEIVED
FEB 20 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project Nos. 169-D, E, F and G, Gales-Lime Section of The Old Oregon Trail in Baker County, to Babler Brothers of Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
FEB 11 1937
FOR FILING

169-D

February 9, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

I have before me your letter of February 3rd, suggesting that the half mile of existing cement-bound macadam on the Dixie-Lime Section (F. A. Project 169-D) be surfaced with a road-mixed mat instead of the penetration type mat which the plans submitted call for.

I am very definitely opposed to such a change for the following reasons:

1. The road-mix method has been used extensively in the resurfacing of pavements in California with what I consider decidedly unsatisfactory results. In many instances scarifier marks on the resurfacing give evidence of efforts made to eliminate rolls and ruts.

2. The penetration method has been used in the smoothing and non-skidding of a large mileage of pavements in Oregon with much more satisfactory results than have been obtained in California with the road-mix method.

3. The cement bound macadam on the Dixie-Lime Section is not a particularly rough macadam, and it contains no irregularities that cannot safely be taken out with a penetration type surfacing. The roughness is no greater than we regularly eliminate in our penetration type non-skid work.

4. The length of the section of cement bound macadam to be resurfaced is so short (approximately 0.5 mile), that a variation from the penetration type of procedure in use on other portions of the project is not justified unless some very material advantage to be gained by the road-mix method can be expected.

5. Oregon's experience with the road-mix and penetration types of surfacings has convinced us that the road-mix method should be resorted to only where the surfacing must be constructed of gravel too fine for use in the manufacture of crushed aggregates suitable for use in the penetration type of surfacing. Road-mixed surfacings do not have the stability of the penetration type surfacings.

6. We do not anticipate any difficulty in obtaining desired smoothness with the O-11 penetration type surfacing as no such difficulty has been experienced where the O-11 type has used in the resurfacing of oiled surfacings of various kinds.

I am satisfied that the considerations mentioned above indicate very conclusively the superiority of the penetration type of surfacing for the work under discussion, and I, therefore, hope that you will permit us to proceed in accordance with the original plan.

Very truly yours,

State Highway Engineer

RECEIVED
FEB 6 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 3, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P.S.& E. covering Oregon Federal Aid project 169-D, Dixie-Lime Section, Old Oregon Trail, on which bids are to be received February 4, 1937.

Between Stations 1864 and 1890+50 the papers provide for placing an O-11 treatment to smooth the existing cement bound macadam and provide a homogeneous surface texture throughout this project.

It has been suggested that a retread constructed by the roadmix method and using for the main course a crushed stone passing a 3/4" sieve and retained on a No. 4 sieve, would give better results. This main course is blade mixed with asphalt, then laid down and rolled and finally sealed with 1/2"-1/4" rock. This provides a texture similar to the B-11 type, and it is believed the smaller size aggregate, when blade mixed and spread, will more readily adjust itself to the unevenness of the existing pavement.

We would appreciate your consideration of this as a construction change.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. Andrews

F. E. ANDREWS
Senior Highway Engineer

Smith does not
approve of change.

February 3, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P.S.& E. covering Oregon Federal Aid project 169-D, Dixie-Lime Section, Old Oregon Trail, on which bids are to be received February 4, 1937.

Between Stations 1864 and 1890+50 the papers provide for placing an O-11 treatment to smooth the existing cement bound macadam and provide a homogeneous surface texture throughout this project.

It has been suggested that a retread constructed by the roadmix method and using for the main course a crushed stone passing a 3/4" sieve and retained on a No. 4 sieve, would give better results. This main course is blade mixed with asphalt, then laid down and rolled and finally sealed with 1/2"-1/4" rock. This provides a texture similar to the B-11 type, and it is believed the smaller size aggregate, when blade mixed and spread, will more readily adjust itself to the unevenness of the existing pavement.

We would appreciate your consideration of this as a construction change.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 8 1937
FOR FILING
169-D

January 8, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith twenty copies of special provision page one for the Galee-Lime Section, Projects Nos. 169-D, E, F and G, which copies are to be inserted in the bid proposals which you now have.

The estimates and plans sent to you previously are correct.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
MAY 3 1937
FOR FILING
169-D

RECEIVED
JAN 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 169-D, The Dixie-Lime section of the Old Oregon Trail, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 8 1937
FOR FILING
169-D

November 21, 1936

Mr. V. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing plans and specifications for the Dixie-Lime Section, F. A. Project No. 169-D.

Five bid proposals and five blueprint copies of the plan summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. [illegible]

BAKER-LIME SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 21, 1936

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork	$ 99,134.66
Total Cost, Bridges	$ 52,897.35
NRH Funds Paid, Roadwork	$ 96,275.[illegible]
NRH Funds Paid, Bridges	$ 52,852.46
Length of Roadwork	3.977 miles
Length of Bridges	0.112 mile
Total Length of Project	4.089 miles

NEW WORK

Bituminous Macadam (Sta. 1862+40 to 1864+00)
(Sta. 1890+50 to 2077+00)

3.45	miles	Preparation of Base	$ 100.00	$ 345.00
1.10	miles	Scarifying	400.00	440.00
4,450	cu. yds.	Mineral Aggregate in Place	3.00	13,350.00
330	tons	Asphalt in Place	30.00	9,900.00
50	M-Gal.	Sprinkling	2.00	100.00
1,130	cu. yds.	Gravel and Talus Material in Shoulders	0.50	565.00
570	cu. yds.	¾" Rock in Shoulders	1.30	741.00
3,550	yd. mi.	Hauling Shoulder Materials	0.13	461.50
			Subtotal	$ 25,902
			10% Engr. & Cont.	2,590
			Total	$ 28,492

Length of Roadwork 3.446 miles
Cost per mile $ 8,268

Oil Mat Surface Treatment (Sta. 1864+00 to 1890+50)

0.50	mile	Preparation of Base	$ 100.00	$ 50.00
300	M-Gal.	Mineral Aggregate in Place	3.00	900.00

30	tons	Asphalt in Place	$ 30.00	$ 900.00
110	cu. yds.	¾" Rock in Shoulders	1.30	143.00
150	yd. mi.	Hauling Shoulder Material	0.13	19.50
			Subtotal	$ 2,012
			10% Engr. & Cont.	201
			Total	$ 2,213

Length of Roadwork	0.502 mile
Cost per mile	$ 4,408

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Bituminous Macadam	$ 28,492	$ 17,380	$ 11,112
Oil Mat Surface Treatment	2,213	1,350	863
	$ 30,705	$ 18,730	$ 11,974

Form 9-6-1 1M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1936
FOR FILING

Const
Projects
Primary

October 30, 1936

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. M. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith estimate of cost, special provisions, typical section and sketch map of the Gales-Lime Bituminous Macadam project on the Old Oregon Trail in Baker County.

This project will consist of 6.46 miles of bituminous macadam and .5 mile of type D-11 oil mat wearing surface. The oil mat wearing surface is to be used as a leveling and stabilizing course on top of the cement bound macadam laid as an experiment two years ago.

You will note that I have specified two classes of subgrade preparation. This by reason of the fact that certain sections of the existing sub-grade have become malformed to such an extent that patching will not be sufficient and it appears necessary to scarify and reshape those sections that have become malformed through settlement, etc.

For the shoulders to the bituminous macadam a considerable saving can be made by using either pit run gravel or talus material for the bottom two inches. This pit run gravel or talus should then be topped with 3/4 inch crushed rock in order to get a shoulder surface that may be bladed and maintained in satisfactory manner.

I have specified for this project Type B-11 bituminous macadam instead of Type B-12, as the rock to be used as mineral aggregate is a hard lime rock which shows a good abrasion test and entirely suitable for the purpose.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer Page #2
Subject: Estimate of cost, special pro- 10-30-36
visions, etc. Gales-Lime Sec.
Old Oregon Trail, Baker County.

However, this rock breaks slivery in the larger sizes and it is difficult to construct a B-12 with this rock and obtain a smooth riding surface. Rock of a similar nature was used on the Durkee-Gales bituminous macadam project and the riding surface is quite rough. By using the B-11 type, which affords a leveling course of 1½"-3/4" materials, a smooth riding surface can be obtained. The B-11 type requires exactly the same amount of asphalt and rock as the B-12 and, therefore, costs no more. In fact, I believe that contractors will bid the B-11 type slightly lower for the reason that it is not as difficult to construct.

It will be necessary to purchase the quarry site to be used on the project. This quarry site is now being surveyed and as soon as the survey is completed, I will forward to you right of way description and sketch map. All stockpile sites are being placed in the right of way of the ~~new~~ old road, so that no additional areas will be required for stockpile sites.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
ENC=

CC R. H. Baldock

8-A-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

October 23rd, 1936

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

We are endeavoring to clean up the 1937 Federal Aid Projects and request that the Gales-Lime surfacing specifications be submitted immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

CONTRACT# [redacted] 1949

FA 181-G Elsie-Nehalem River Sec., 1937
Wolf Cr. Hwy.

1949

RECEIVED
OCT [illegible] 1939
FOR FILING

181-G

June 29, 1939

Coos Bay Construction Company
7433 North Jersey Street
Portland, Oregon

Gentlemen:

I am handing you herewith an executed copy of the agreement between yourselves and the State Highway Commission disposing of your claim for extra compensation for the construction of the Elsie-Nehalem River Section of the Wolf Creek Highway. This is for your records and files.

Very truly yours,

[illegible]

Secretary

RECEIVED
OCT 10 1939
FOR FILING

181-G

June 29, 1939

Mr. H. G. Smith, Construction Engineer

Mr. S. H. Probert, Office Engineer

Gentlemen:

Attached hereto is an executed copy of an agreement between the State Highway Commission and the Coos Bay Construction Company disposing of the company's claim for extra compensation in the construction of the Elsie-Nehalem Section of the Wolf Creek Highway. I have retained the original of this agreement for the Commission's records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
MAR 2[illegible] 1939

181-6

March 24, 1939

Mr. Allyn R. Hunter
United States Fidelity & Guaranty Company
Bedell Building
Portland, Oregon

Dear Sir:

You may bring Mr. Cochran to my office on Saturday, April 1, at 10:00 a.m., for a discussion of the Coos Bay Construction Company claim in connection with the Elsie-Nehalem contract, if that date is satisfactory to you.

Very truly yours,

State Highway Engineer

bi

Mr. H. G. Smith:

Please tell me what this is and be here for the conference.

RECEIVED
JAN 24 1939
FOR FILING

R.H. Baldock

nuary 16th, 1939

COST ANALYSIS - FINAL REPORT

Wolf Creek Highway — Elsie-Nehalem River Section
Contract #1949 — Grading — Prefix 4-1016
Coos Bay Construction Co., Contractors
Carl A. Peterson, Resident Engineer

181-9

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$9,384.25	All			$6,000.00
Falling Danger Trees	246.63	373.39 sq. ft.	0.66	1.00	373.39
Trench Excavation	645.18	635.86 cu. yd.	1.01	1.00	635.86
Common "	24,476.53	139,216.2 " "	0.176	0.20	27,843.24
Solid Rock "	62,883.38	84,770.9 " "	0.742	0.59	50,014.83
Overhaul	3,945.98	263,065 yd. sta.	0.015	0.015	3,945.98
Truck Haul	8,437.60	73,105.1 yd. mi.	0.115	0.10	7,310.51
Finishing Roadbed & Slopes	567.22	1.16 Mile	488.98	500.00	580.00
Rounding Cutbanks	269.17	3,000 lin. ft.	0.09	0.10	300.00
18" C.I.P. Paved Invert	1,181.78	560 " "	2.11	2.00	1,120.00
18" C.I.P. XSTR Pvd. Inv.	442.70	180 " "	2.46	2.25	405.00
30" " " " "	861.23	180 " "	4.78	5.00	900.00
36" C.I.P. Prot. Invert	518.10	90 " "	5.76	6.00	540.00
36" " XSTR Pvd. Inv.	1,013.67	154 " "	6.58	7.00	1,078.00
Extra Work Order #1	108.03				113.22
" " " #2	186.11				200.23
" " " #3	182.82				196.44
Engineering			Deducted		- 932.51
	$115,350.38				$100,624.19

Total Cost	$115,350.38
Gross Revenue	100,624.19
Net Loss	$14,726.19

Net Loss Equals 14.6% of Gross Revenue

Detail of Cost

Labor:

Supervision	P. H. Cochran	$5,350.00		
	Ross Gatton	1,650.00	$7,000.00	
Labor			33,197.50	
State Industrial Accident Insurance 5.5%			1,916.61	
Social Security and Unemployment			1,218.38	$43,332.49

Materials:

18" Corr. Iron Pipe Prot. Invert	560 l.f. at 1.48	$828.80	
18" C.I.P. Extra Strength P. I.	180 " " 1.71	307.80	
18" C.I.P. Bands	30 at 1.51 each	45.30	
30" C.I.P. Prot. Invert	180 l.f. at 3.76	676.80	
36" " " "	90 l.f. at 4.51	405.90	
36" " " " XSTR	154 l.f. at 5.50	847.00	
30" " Bands	5 each at 3.44	17.20	
36" " "	6 " " 4.59	27.54	3,156.34

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	$40,473.00	
" " (Hired)	1,617.00	
Gas, Oil and Grease	8,109.07	
Explosives	11,009.69	
Drill Steel and Bits	1,168.22	
Small Tools & Misc. Supplies	1,154.52	
Bond	1,017.55	
Public Liability	331.97	
General Overhead	1,947.33	
Office	418.83	
Move In	1,514.37	68,861.55

Cost Grand Total	$115,350.38

Elsie-Nehalem River

REMARKS:

This contract, which required the clearing of 1.31 miles and the grading of 1.15 miles, was let on February 18th, 1937. The contractor started work on March 31st, 1937 and completed the project on October 1st, 1938.

Operations for the first 2½ months consisted entirely of clearing and grubbing, and this work was continued until it was completed on June 25th. The clearing consisted of 25 acres containing a fairly heavy stand of fir, hemlock and alder. The lump sum bid of $6,000 averaged only $228 per acre, and this price was considerably too low for this type of clearing. The cost per acre was $375 and would have been higher had the contractor not been fortunate in obtaining laborers experienced in this type of work. Some time was lost due to frequent and heavy rains during the spring months and the slippery condition of the ground permitted very little tractor work. However, most of the larger fir logs were dragged from the right of way and given to a farmer who had property adjoining the project.

Excavation was started on May 11th, 1937 and was not completed until August 30th, 1938. The contractors' grading equipment consisted of an RD-8 tractor working with a single 12-yard LeTourneau scraper, a 76 h.p. A.C. pulling an 8-yard scraper and a 75 h.p. cat and dozer. During the first 6 weeks of grading the contractor made good progress with the common excavation as it proved very suitable for scraper work. However, the solid excavation when it was encountered proved to be very dissapointing to the contractor as he had expected to handle the rock with his scrapers without difficulty. He intended to use a ripper on the material with a minimum of drilling and shooting. The rock broke very large, and it was necessary to do an excessive amount of plugging and reshooting. The contractor also found it necessary to rent a larger compressor to do the required drilling. The methods employed were to shoot the rock in 16 to 20 foot lifts and then as the scrapers moved the loose rock the larger boulders were plugged and reshot as they were uncovered. This required almost continual drilling, and the cost of drilling and shooting alone amounted to $0.263 per yard. It was very difficult to load the scrapers in this material, and production averaged only 11,000 cubic yards per month. The cost of equipment repairs parts including tires for the scrapers was very large, amounting to $20,692 on this contract. In addition to the excessive repair cost there was much lost time due to equipment breakdowns.

The contractor requested extensions of time amounting to 9½ months, and the extra engineering required cost him $932. Had the contractor used a shovel and trucks on the solid excavation the work could have undoubtedly been completed at a profit instead of at a large loss.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
NOV 30 1938
FOR FILING

181-9

November 29, 1938.

Mr. F. H. Cochran
Coos Bay Construction Co.,
Tolovana Park, Oregon

Dear Sir:

Receipt is acknowledged of your communication of November 23, addressed to Mr. Baldock, and having reference to your request for additional compensation on Contract No. 1949, Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County.

Mr. Baldock is leaving today for Dallas, Texas, and will not be back until the 15th of December. Immediately upon his return I will see that your letter is brought to his attention.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

RECEIVED
NOV 28 1938
[illegible]
STATE HIGHWAY COMMISSION

Coos Bay Construction Co.
P. H. COCHRAN

Tolovana Park,Oregon.
November 23,I938.

R.H.Baldock,State Highway Engineer,
Salem,Oregon.

Dear Sir:

We have a letter,under date of November 4th,I938, over the signature of Mr.H.G.Smith,in regard to our request for additional compensation on Contract I949,F.A.P.I8I-G, Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County.Mr.Smith informs us that we based our claim on a faulty premises and that the amount,if allowed,would be for $I,5II.42.He further informs us that you are very definitely of the opinion that,under the terms of the contract,you are not justified in making any additional compensation,but would be pleased to discuss the claim with the writer.He suggested a date near the end of the current month. It is almost impossible for the writer to be in Salem at any time in the near future so we are taking this opportunity of presenting our reasons for this claim.

We think the conditions,which existed,were so unusual that we could not have possibly forseen them prior to making our proposal on the project.Slides occured in a cut at the west end of the job due to the peculiar nature of the soil encountered.All this slide material was needed at a point 3500 feet distant to complete a fill which was short material because of another slide in the cut from which this fill was to have been made.There were I2,955 cubic yards in the slides at the west end of the job.This was very expensive material to handle. Since the cut had already been completed to grade it was necessary to build a haul road over the top of each of them,and there were three distinct slides,before any pay dirt could be moved.The material was mud and very hard to load or unload. Part of the time two tractors were needed to handle a single scraper.Most of the material had to be rehandled on the fill with a dozer in order to widen the fill where this material was used.Ordinarily these slides would have been moved to adjacent fills on as short a haul as possible but here the material was needed at a distant point.

We know there can be no question as to the high cost of moving these slides and we beleive the conditions do justify additional compensation.We,of course,will accept as final what ever adjustment you see fit to make,or not to make,but think the facts justify our claim.

Yours very truly,
Coos Bay Construction Co.
by P.H.Cochran

5

RECEIVED
NOV 14 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 181-G, Elsie-Nehalem River section ________________, was made by a representative of this office on October 15, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

9-A-1 10M 9-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 4th, 1938

IN REPLY PLEASE
REFER TO FILE No.

181-

Mr. P. H. Cochran
Coos Bay Construction Co.
Tolovana Park, Oregon

Dear Sir:

I have examined your request for additional compensation for haul on the 12,995 cubic yards of slide material on Contract 1949, F.A.P. 181-G, Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County, and find that you have based your computations upon a wrong premises as you were paid $0.30 per cubic yard within the mile bracket. If this adjustment be made, the amount which you claim would be reduced to $1,511.42.

Mr. Baldock, however, is very definitely of the opinion that the fact that the haul is longer than the average haul called for on the profile does not justify him to make additional compensation. He feels that any and all haul is definitely covered in the bid price for haul and that he would be violating the contract if he made you further adjustment of the contract. He will be pleased to discuss this with you at such time as you are in the vicinity of Salem, preferably near the end of the month.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

181-9

October 27, 1938.

IN REPLY PLEASE REFER TO FILE NO. 4 - 1016

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:-

With reference to the time extension on the Elsie - Nehalem River Project, contract #1949, I find that the construction cost was increased over the setup by 17½%. This will entitle the contractor to an extension of time of 53 days from December 15, 1937 to February 5, 1938.

The cost of the slide removal is included in this increased cost of the project. The contract work including the slide removal was completed on August 30th.

From August 30 to October 15, the contractors' operations covered extra work orders of extra clearing and burning.

The period, therefore, for which the engineering cost penalty should be applied is from February 5 to August 30.

Very truly yours,

F. D. Eason
Division Engineer.

FDE:MP
cc R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED

121-9

October 20, 1938

IN REPLY PLEASE REFER TO FILE NO.
4-1016

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With respect to the claim of the Coos Bay Construction Company for additional compensation on account of the lengthened haul on slide material, I wish to report as follows:

This contract was made on a unit price of common excavation at 20 cents per yard and a truck haul of 10 cents per yard mile. The average haul as shown by the plans, covering the required roadbed excavation, was 1,640 feet. The slide material, which was material that slid into the roadbed at the west end of the project during the past winter and spring, was all in excess of the roadbed quantities and came in after this portion of the roadbed had been completed. The material was used, however, to make up a deficiency of material needed to complete our fill grade, and it was hauled an average distance of 3,500 feet.

This 3,500-foot haul came within the one mile haul provided for under the contract and was so estimated. He was, therefore, credited on the final estimate with the excavation at 20 cents, plus the mile haul, which gave him a total return on this slide material of 30 cents per yard instead of 25 cents, as stated in Mr. Cochran's letter of October 11th. His argument for increased compensation is based on the increased cost of the moving of this slide material over the moving of the contract material for the average haul distance shown on the plans.

As expressed by Mr. Cochran, it took 20 minutes per roundtrip for the slide material that was moved 3,500 feet, whereas it only took 12 minutes per roundtrip for the average haul on the roadbed excavation shown on the plans. This, he states, is a 66-2/3 per cent increase in his cost and he should, therefore, be recompensed 66-2/3 per cent over and above the returns which he would have received in moving this material the

NOTED
State Highway Engineer

average distance provided for in the plans. If this is accepted, his additional cost would be 66-2/3 per cent of 25 cents, which is the amount he received per cubic yard within the half-mile haul, or 16-2/3 cents, which would represent the haul cost on the second half-mile haul within the mile haul limit, for which he has received only 5 cents. This is a difference of 11-2/3 cents per yard, and on the 12,955 yards of slide material would amount to an additional allowance of $1,512.42.

This slide material, of course, was not contemplated in the contract, and this length of haul was not anticipated. The slide material was very difficult to handle even in the late summer and undoubtedly cost him considerable more than his return under the contract. Even if allowed, he will still lose considerable money because of the expense and difficulty in handling the large rock cut near the Nehalem River. However, our contract covers this contingency of slides and provides that the material shall be handled and deposited as the engineer may direct. It is also provided that payment therefor shall be made at the contract bid items for excavation and haul.

With these contract provisions, it hardly seems within my province to recommend any adjustment, as much as I might sympathise with the contractor. It is a matter, I think, entirely to be referred for decision to yourself and Mr. Baldock.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

FORM 0-A-1 10M 0-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 18 1938
FOR FILING
181-19

October 14th, 1938

Mr. T. D. Mason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

The extension of time which you have recommended for the Coos Bay Construction Company on Contract 1949, F.A.P. 181-C, Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County, states: "With provision that the contractor be assessed engineering expense over and above the cost of engineering required in connection with the extra work involved, such as slides, etc."

It was my understanding that the contractor moved the major portion of the slides during the continued operations; therefore, the period of slide removal could be definitely fixed and the contract extended accordingly. We probably can also secure approval to an extension for an amount proportional to the increase in cost of the job.

Please have these checked up in the field and submit definite recommendations for the extension as well as the monthly record of the amounts for which the contractor should be charged for the over-run of time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 8-A-1 10M 6-00

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 14th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 18 1938
FOR FILING

181-9

Mr. F. D. Eason
Division Engineer
City

NOTED
State Highway Engineer

Dear Sir:

I am attaching a copy of a letter which has been received from the Coos Bay Construction Company in regard to the extra hauling on the slide material on the Elsie-Nehalem River Section, Contract 1949, F.A.P. 181-G. This letter was the result of our conversation with Mr. Cochran during the final classification.

Will you kindly make a report on this, submitting a condensed profile showing the average haul and the haul on the slide material, together with your recommendations concerning any extra allowance.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
OCT 14 1938
FOR FILING

181-G

October 13, 1938

Mr. P. H. Cochran
Coos Bay Construction Co.
Tolovana Park, Oregon

Dear Sir:

I have requested the engineers to make an examination of your claim for additional compensation for work performed on Contract No. 1940, F. A. Project 181-G, Elsie-Nehalem River Section of the Wolf Creek Highway, which claim was transmitted in your letter of October 11. As soon as this has been done, I will advise you of our findings.

Very truly yours,

State Highway Engineer

RHB:KI
cc Mr. H. G. Smith
Mr. F. D. Mason

Mr. Smith:
Immediately start the investigation.

RECEIVED
OCT 13 1938
OREGON
STATE HIGHWAY COMMISSION

Coos Bay Construction Co.
P. H. COCHRAN

Tolovana Park, Oregon.
October II, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen;
We hereby request $2,I37.57 additional compensation for work performed on Contract I949, F.A. Project I8I-G, Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County, for the following reason:

On this project there were II7,240 cubic yards of roadway excavation that were hauled an average distance of I640 feet. This was in accordance with profile and plans and was considered in preparing our proposal. Although a large proportion of this excavation was solid rock our tractors maintained an average of I2 minutes per round trip.

During the winter of I937-38 there slid into the roadway at the west end of the job, between stations 599 plus 00 and station 608 plus 93, I2,955 cubic yards of material. All this slide material was hauled to east of station 640 plus 00, or an average of 3500 feet. It required 20 minutes for each round trip or an increase of 66-2/3%. On all other common excavation on this job, which came within the mile haul bracket our compensation was 25¢ .

We are, therefore, asking for I2,955 yards at I6½¢ per yard a total of $2,I37.57.

Yours very truly,
Coos Bay Construction Co.
by
P. H. Cochran

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-7

OREGON STATE HIGHWAY COMMISSION

SALEM

October 4th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Your concurrence is requested in an extension of time on Contract 1949, Elsie-Nehalem River Section, F.A.P. 181-G, Coos Bay Construction Company, contractors, from June 15th to October 15th, 1938.

It is recommended that the extension be granted to October 15th, 1938 subject to engineering expense over and above the cost of the engineering required in connection with the extra work involved, such as the movement of slides.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Note: Please substitute this letter for my letter of September 27th, 1938 for the extension from June 15th to September 15th.

NOTED

181-9

✓

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 1st, 1938

Section Elsie - Nehalem River

Kind of work Grading

Highway Wolf Creek

Section prefix 4-101-FA-181-E

Contractor Coos Bay Construction Co

Contract number 1949

Date of contract Feb 18th, 1937

Date of completion Oct 1st, 1938

Date work started March 1st, 1937

Estimated date of completion " ", 1938

Amount of contract $95872.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $101751.87

Per cent of contract completed, based on total contract price %

Engineering cost to date, $6160.00, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the burning of debris from the slide areas today.

RECEIVED
OCT 3 - 1938
DIVISION ENGINEER
DIVISION NO. 2

NOTED
VAN SCOY

Signed Carl A Peterson

Address Jewell,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.16				
Miles partially completed					
Miles completed	116				
Total estimated quantities	223 542				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

Clatsop County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Ptly Cloudy		
Monday	Rain		
Tuesday	"		
Wednesday	Rain		
Thursday	Showers		
Friday	Cloudy		
Saturday	Foggy		

RECEIVED
SEP 28 1938

181-G

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE No.

September 27th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
Highway Engineer

Dear Sir:

Your concurrence is requested in an extension of time on Contract 1949, Elsie-Nehalem River Section, F.A.P. 181-G, Coos Bay Construction Company, contractors, from September 15th to October 15th.

This extension is necessary for the reason that the contractors have extra burning to do on clearing which occurred on slide areas, and they have not been allowed to do any consistent burning since spring. Arrangements have been made to do the burning as soon as weather permits, which it is anticipated will not be beyond October 15th.

There are no engineering costs in connection with this extension.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock

H. G. Smith

Form [illegible]

181 G

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 24, 1938

Section Elsie - Nehalem River

Kind of work Grading

Highway Wolf Creek

Section prefix 4-10K-FA-181G

Contractor Coolen Construction

Contract number [illegible]

Date of contract Feb 15, 193[illegible]

Date of completion ——, 193

Date work started March 1st, 193[illegible]

Estimated date of completion ——, 193

Amount of contract $9582[illegible]

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $10175.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $616, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Due to only a light rain the fore part of the week Contracter was only allowed to burn 2 days.

If rain continues Contracter will complete the burning next week.

RECEIVED
SEP 26 1938
DIVISION ENGINEER
DIVISION NO. 2

Signed Carl Atterson

Address Jewell

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.16				
Miles partially completed					
Miles completed	1.16				
Total estimated quantities	223 842.1				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	Ptly Cldy		
Wednesday	Fair	1 day	Dry Weather. Not safe to burn debris
Thursday	"		
Friday	Cloudy	"	
Saturday	Showers		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. DOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

181-4

September 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

4-1016

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. R. G. Smith.

Dear Sir:

Herewith a request from the Coos Bay Construction Company, with consent of surety, for an extension of time on the Elsie-Nehalem River Section, contract No. 1949.

NOTED
Highway Engineer

All required work except burning has been completed on this contract within the time limit of the last approved extension granted, which date was September 15th. Burning work has not been possible, due to the fire hazard, which has prevented Mr. Cochran from obtaining permits for burning. It is recommended that the extension be granted as requested, without penalty. Mr. Cochran is standing ready to complete the burning as soon as the permit is granted.

Yours very truly,

F. D. EASON,
Division Engineer.

JTH:AM
cc R. H. Baldock ✓
H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. C. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
SEP 24 1938
FOR FILING
131-9

September 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

4-1016

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from the Coos Bay Construction Company, with consent of surety, for an extension of time on the Elsie-Nehalem River Section, contract No. 1949.

All required work except burning has been completed on this contract within the time limit of the last approved extension granted, which date was September 15th. Burning work has not been possible, due to the fire hazard, which has prevented Mr. Cochran from obtaining permits for burning. It is recommended that the extension be granted as requested, without penalty. Mr. Cochran is standing ready to complete the burning as soon as the permit is granted.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
W. B. Glaisyer ✓

RECEIVED
SEP 20 1938
FOR FILING

181-g

September 20, 1938

COLLINS CONCRETE AND STEEL PIPE COMPANY
Corner N. Albina and River Streets
Portland, Oregon

Attention Mr. R. A. Collins, Vice President

Gentlemen:

Receipt is acknowledged of your letter of September 16, concerning the Coos Bay Construction Company contract for the grading of the Elsie-Nehalem River Section of the Wolf Creek Highway, in Clatsop County.

You are advised that this contract probably will not be completed until about October 1st. The total amount paid the contractors to date is $88,502 .97 and the retained percentage is $6,440.2 5.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

This contract will not be compated until about Oct. 1st. Has overran about $9,000 now and they are still going. Total amount earned is $94,943.22 - retained $6,440.25 and the total apid to date is $88,502.97.

McFarland.

#1949

J. J. COLLINS, PRESIDENT

STEEL PIPE CO.

STREET

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

16, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Will you please advise us as to the status of the Elsie-Nehalem River Section of the Wolf Creek Highway Project FAP 181-G, Clatsop County, under contract to the Coos Bay Construction Co. We would appreciate information as to when the contract was completed and if final payment has been made to them.

Yours very truly,

COLLINS CONCRETE AND STEEL PIPE CO.

By R. A. Collins
Vice-President.

RAC:B

REFERRED TO
BY SECRETARY

please get me data

MEMBER ASSOCIATED GENERAL CONTRACTORS

PHONE GARFIELD 1265

J. J. COLLINS, PRESIDENT

COLLINS CONCRETE AND STEEL PIPE CO.

CORNER N. ALBINA AND RIVER STREET
PORTLAND, OREGON

#1947

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

September 16, 1938.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Will you please advise us as to the status of the Elsie-Nehalem River Section of the Wolf Creek Highway Project FAP 181-G, Clatsop County, under contract to the Coos Bay Construction Co. We would appreciate information as to when the contract was completed and if final payment has been made to them.

Yours very truly,

COLLINS CONCRETE AND STEEL PIPE CO.

By R. A. Collins
Vice-President.

RAC:B

REFERRED TO
BY SECRETARY

please put the date

MEMBER ASSOCIATED GENERAL CONTRACTORS

181-9

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 17, 1938

Section Elsie - Nehalem River

Kind of work Grading

Highway Wolf Creek

Section prefix 4-10C-FA-181-G

Contractor Coos Bay Construction Co

Contract number 1949

Date of contract Feb 1st, 193

Date of completion Sept. 16th, 1938

Date work started March 1st, 193

Estimated date of completion Sept 16th, 1938

Amount of contract $95,870.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $101755.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $6150, 6 %

Date project was completed Sept 16th, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the clearing and piling of debris in slide area between Sta 544-600, Burning will be done when dry season is over.

Construction Engineer H.E. Smith & Div Engr F.D. Eason here tuesday to classify rock cuts.

Engr crew remeasured rock cuts and computed final records.

Sent final records to Salem today.

NOTED
H.N. HACKETT

RECEIVED
SEP 19 1938
DIVISION ENGINEER
DIVISION NO. 2

Signed

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.16				
Miles partially completed	–				
Miles completed	1.16				
Total estimated quantities	22.384.00				
Estimated quantities moved or placed to date	–				
Average daily quantities	–				
Average daily quantities necessary to complete project on time	–				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

Clatsop County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 16 1938
FOR FILING

Stencil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 181-g

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 181-G, Elsie-Nehalem River section, Wolf Creek Highway, was made by a representative of this office on August 30, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jm

#1949

RECEIVED
SEP 10 1938
FOR FILING
1819

September 9, 1938

Shell Oil Company,
Portland, Oregon.

Attention: Mr. Frank J. Warner.

Gentlemen:

Reference is made to your letter of recent date concerning the Coos Bay Construction Co., Contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

You are advised that this contract probably will be completed Sept, 15, 1938. The total amount paid the contractors to date is $88,502.97, and the retained percentage is $8,440.25.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1949

RECEIVED
AUG 20 1938
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

August 19, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Coos Bay Construction Co.
Oregon State Contract #1949

Kindly favor us with a progress report on the above contract.

Addressed and stamped envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

aug 15
E- $94,943.22
R- 6,440.25
Pd- $88,502.97

#1949

RECEIVED
JUL 22 1938
FOR FILING

181-9

July 21, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of July 14th concerning the Coos Bay Construction Co., Contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

You are advised that the total amount paid the contractors to date is $81,775.37, and the retained percentage is $6,440.25. The estimated completion date of this contract is Sept, 15, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1949
Clatsop Co

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 14, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Coos Bay Const. Co.
Contract No. 1949

Will you kindly favor us with a progress report covering the above contractor? If the work has been completed, kindly state completion and acceptance dates.

For your convenience, a stamped and addressed envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

June 15-
E - $88,213.62
R.- $6,440.25
Pd - $81,773.37

RECEIVED
JUL 11 1938
FOR FILING

~~[illegible]~~
181-9

#1949

July 11, 1938

Mr. R. F. King, Manager,
E. I. Du Pont De Nemours,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

Receipt is acknowledged of your letter of July 7th concerning the Coos Bay Construction Company Contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

You are advised that this [illegible] probably will not be completed until about August 31st. The total amount paid the contractors to date is $61,775.87, and the retained percentage is $6,440.25.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1949
Clatsop

FORM EX-1368

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

RECEIVED
JUL 8 - 1938
STATE HIGHWAY COMMISSION

Seattle, Washington
July 7, 1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Coos Bay Construction Company
Elsie, Oregon - Contract #1949

Under date of May 9th you were kind enough to give us some information in connection with the above project. At that time you thought the work would be completed about June 15th, 1938 and we would be pleased to hear if you can give us something definite at this time.

Very truly yours,

E. F. KING, MANAGER

BY F A Flagler

FAF/aes June 15 -

E - $88,213.62
R. - $ 6,440.25
Pd - $81,773.37

REFERRED TO
BY SECRETARY

prepare answer

RECEIVED
JUN 18 1938
FOR FILING
181-9

#1949

June 15, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Gentlemen:

This is to acknowledge your letter of June 14th concerning the Coos Bay Construction Company Contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

You are advised that the above contract is approximately 98% complete. However, due to slides etc., all of the work on the project will probably not be completed until about Sept, 15th. The total amount paid the contractors to date is $78,229.87, and the retained percentage is $6,440.25.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J/ McFarland.

#1949
Clatsop

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

June 14, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Coos Bay Construction Co.
Oregon State Contract #1949

Will you kindly furnish us with a progress report covering the above contract. If the contract has been completed and accepted by the Highway department, kindly advise us the dates of completion and acceptance.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,
SHELL OIL COMPANY

FRANK J. BURNER
Division Credit Manager

RER:RS
Encl.

[illegible]
#84,669.62
6,440.25
78,229.37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 2[illegible] 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

181-9

June 13, 1938

IN REPLY PLEASE REFER TO FILE NO.

4-1016

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from the Coos Bay Construction Company, with consent of surety, for an extension of time on their contract No. 1949, Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County.

This job, as you know, has been handled by carryalls in the movement of solid rock throughout the winter. The equipment is unsuited to this type of work, and they have had many breakdowns and delays. The rock work is nearing completion but a considerable amount of dirt work is yet to be done, including the slides near the Elsie summit, which latter work could not be done until the dry summer season.

It is recommended that the extension be granted to September 15, subject to the continuing penalty provided for the first extension.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

RECEIVED
JUN 16 1938
FOR FILING

181-9

#1949

June 9, 1938

Mr. F. D. Mason,
Division Engineer,
Salem, Oregon.

Dear Sir:

I am handing you herewith copy of a letter from Coos Bay Construction Company, requesting an extension of time to September 15, 1938, on their contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

The original date of completion of this contract was December 15, 1937. On December 1st an extension of time to June 15th, 1938, was granted with the provision that the contractor be required to pay the engineering expense, except for such time as would be required in connection with the supervision of extra work which was involved.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1949

RECEIVED
MAY 10 1938

18-9

May 9, 1938

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

Reference is made to your letter of May 5th concerning the Coos Bay Construction Company Contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

You are advised that this contract is approximately 94% complete. The total amount earned to date is $80,854.62, the retained percentage is $6,440.25, and the total amount paid to date is $74,414.37. The estimated date of completion is June 15, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1949

FORM EX-1000

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802
E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

RECEIVED
MAY 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

Seattle, Washington
May 5, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Coos Bay Construction Company
Elsie - Nehalem River Section
of Wold Creek Highway in
Clatsop County, Oregon.

Will you kindly give us the following information in connection with the subject contract -

1. Contract number. #1949 -
2. Date called for completion. June 15th
3. Date work expected to be completed.
4. Amount of retained percentage held to date.

Thanking you, we are

Very truly yours,

E. F. KING, MANAGER

F A Stagler

BY

Apr. 15

FAF/aes

E-$80,854.62
R.- 6,440.25
Pd-74,414.37

RECEIVED
MAR 16 1938
FOR FILING

181-9

#1949

March 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. [illegible].

Gentlemen:

Reference is made to your letter of March 10th concerning the Coos Bay Construction Company Contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

You are advised that this contract is approximately 86% complete. The total amount paid to date is $67,485.87, and the retained percentage is $6,440.25. The completion date of the contract is June 15, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1949

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

March 10, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Coos Bay Construction Co.
Contract No. 1949

Kindly favor us with a progress report covering this job.

If the work has been completed, will you please furnish us with the completion and acceptance dates?

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
Division Credit Manager

C - $73,924.12
S $ 6,440.25
C $67,483.87

[illegible]

RH BALDOCK

NOTED
State Highway Engineer

181-9

Cost Analysis to February 1st, 1938

Wolf Creek Highway — Elsie-Nehalem River Section

Clearing & Grading

Contract 1949 — Prefix 4-1016

Coos Bay Construction Co., Contractors
Carl A. Peterson, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$9,698.96	95%			Lump Sum	$5,700.00
Felling Danger Trees	166.12	200	Sq. Ft.	0.83	1.00	200.00
Trench Excavation	660.78	799	Cu. Yd.	0.82	1.00	799.00
Common "	21,333.74	122,700	Cu. Yd.	0.173	0.20	24,540.00
Solid "	36,490.70	49,550	Cu. Yd.	0.736	0.59	29,234.50
Overhaul	3,103.50	206,900	Yd. Sta.	0.015	0.015	3,103.50
Truck Haul	6,944.00	43,400	Yd. Mi.	0.16	0.10	4,340.00
Rounding Cutbanks	192.42	2,200	Lin. Ft.	0.09	0.10	220.00
18" C.I.P. Prot. Invert	861.88	418	" "	2.06	2.00	836.00
18" " " " XSTR	435.97	180	" "	2.42	2.25	405.00
30" " " " "	829.52	180	" "	4.60	5.00	900.00
36" " " "	506.36	90	" "	5.62	6.00	540.00
36" " " " "	974.48	154	" "	6.33	7.00	1,078.00
Force Account	108.04					113.22
	$82,306.47					$72,009.22

Total Cost	$82,306.47
Gross Revenue	72,009.22
Net Loss	$10,297.25

Net Loss Equals 14.3% of Gross Revenue

Detail of Cost

Labor:

Supervision		$5,050.00	
Labor		22,088.25	
State Industrial Accident Insurance 5.5%		1,331.10	
Social Security & State Unemployment Insurance		771.40	
			$29,240.75

Materials:

18" C.I.P. Prot. Invert	418 lin. ft. at 1.48	618.64	
18" " " " XSTR	180 lin. ft. at 1.71	307.80	
18" " Bands	25 at 1.51 each	37.75	
30" " Prot. Inv.	180 lin. ft. at 3.76	676.80	
36" " " "	90 lin. ft. at 4.51	405.90	
36" " " " XSTR	154 lin. ft. at 5.50	847.00	
30" " Bands	5 each at 3.44	17.20	
36" " "	6 each at 4.59	27.54	
			2,938.63

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		27,497.00	
Gas, Oil & Grease		6,227.87	
Explosives		7,502.29	
Cable and Part of Repairs		3,050.00	
Small Tools		745.86	
Drill Steel		722.12	
Miscellaneous Supplies		815.75	
Move In, Freight Etc.	83% of Total	1,252.77	
Bond		720.09	
Office Supplies & Misc.		271.14	
General Overhead		1,140.92	
Public Liability		185.35	
			50,127.11
	Total Cost		$82,306.47

Elsie-Nehalem River

REMARKS:

This contract, which required the clearing of 1.31 miles and the grading of 1.15 miles, was let on February 18th, 1937, and the contractor started work on March 31st. On January 29th, 1938, the contract was 83% completed.

Work for the first 2½ months consisted entirely of clearing and grubbing, and this work continued until June 25th. The clearing consisted of 25 acres containing a fairly heavy stand of fir, hemlock and alder. The lump sum bid of $6,000 averaged $228 per acre and this price was considerably too low for this type of clearing. The cost per acre was $388 and would have been higher except for the fact that the contractor was fortunate in obtaining laborers who were experienced in this work. Some time was lost due to frequent and heavy rains during the spring months and the slippery condition of the ground permitted very little tractor work. However, most of the larger fir logs were dragged from the right of way and given to a farmer who had property adjoining the project.

Excavation began on May 11th, and has continued to the present date. The contractor is using an RD-8 with a single 12-yard LeTourneau scraper, a 79 h.p. A. C. and 8-yard scraper and a 75 h.p. cat and dozer. During the first 6 weeks of grading the contractor made good progress with the common excavation as it proved very suitable for scraper work. However, the solid excavation, when it was encountered, proved to be very disappointing to the contractor as he had expected no difficulty in loosening the rock with a ripper and handling it with scrapers. It was necessary to drill and shoot all of the solid excavation. As the contractor did not own a shovel and trucks he elected to continue the grading with scrapers and has thereby incurred a large loss. For the last 6½ months the excavation work has been concentrated in a single large cut containing about 125,000 cu. yds. of which a large proportion is solid rock. The contractor has shot this in 16 to 20 feet lifts and then as the material is moved it is necessary to plug and reshoot the larger pieces as they are uncovered. This has required an average of two lbs. of powder per yard and continual drilling. A ripper is also used to loosen the rock. The two scraper outfits have averaged only 672 yards per working day since July 15th, and from November 15th to January 15th, they worked 33 days of a possible 54 and averaged only 198 yards per actual working day. Repair costs are very large and much of the lost time was due to equipment breakdowns.

The prices bid on excavation should have allowed a good profit had the contractor used a shovel and trucks for the solid excavation. The contractor requested an extension of time which was granted, and the completion date was set forward from December 31, 1937 to July 1, 1938.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

FORM 8-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 22 1937
FOR FILING
181-G

November 20, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Your concurrence in the extension of time for the Coos Bay Construction Company on their contract 1949, F.A.P. #181-G, being the Elsie-Nehalem River Section of the Wolf Creek Highway, from Dec. 15, 1937 to June 15, 1938, is requested.

It is recommended that the extension be granted subject to engineering expenses for the overrun time, except such time as will be required to move the slides which are now taking place on the west end of the job.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock

NOTED
State Highway Engineer

#1949

RECEIVED
NOV 22 1937
FOR FILING
181-9

November 20, 1937

United States Fidelity & Guaranty Company
John O. Cook, Superintendent of Claims
1112 Bedell Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 18th instant inclosing assignment from the Coos Bay Construction Company to the United States Fidelity & Guaranty Company of all of the November 15, 1937, estimate and all future estimates and retained percentages earned and to be earned on the Coos Bay Construction Company's contract No. 1949 with the State Highway Commission for the construction of the Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County.

This assignment appears to be satisfactory and we shall be pleased to honor it. Further payments for construction work performed in connection therewith will be forwarded to you in accordance with your request.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Carl Smith

cc - Coos Bay Construction Co.
7433 N. Jersey Street
Portland, Oregon

assignment filed in Contract
J.S. n c7

REFERRED TO
McFarland
SECRETARY

RECEIVED
NOV 20 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

GAYLORD B. ECKLES
Manager

November 18, 1937

In re: 54-CR-30 - Coos Bay Construction Company

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

We are enclosing herewith for filing assignment of claim executed by the Coos Bay Construction Company assigning to this Company the November 15, 1937, estimate and all future estimates and retained percentages earned and to be earned on its contract No. 1949 with the State of Oregon for the construction of Elsie-Nehalem River Section Wolf Creek Highway, Clatsop County, Oregon.

Kindly acknowledge receipt of this assignment of claim and please, if possible, forward to us all vouchers which in the future become due and payable to the Coos Bay Construction Company as per this assignment.

Yours very truly,

J O Cook.
John O. Cook
Supt. of Claims

JOC:EB
encl.

noted date 11/20

NOTED NOV 20 37
CARL F. SMITH
AUDITOR

ACKNOWLEDGED
H. B. GLAISYER

Portland 104

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

November 16, 1937

IN REPLY PLEASE REFER TO FILE NO.
4-1016

NOTED
State Highway Engineer

1815-8

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

The Coos Bay Construction Company has requested an extension of time on their contract No. 1949, being the Elsie-Nehalem River Section of the Wolf Creek Highway, from December 15th, the original completion date, to June 15, 1938.

The contractor has encountered considerable difficulty during the last several months in handling the rock excavation in the big cut just west of the Nehalem River. The material is being handled with carryalls and since the rock breaks big, it requires a lot of bulldozing and breaking up in order to handle with this type of equipment. There is approximately 50,000 yards of material yet to move, which at the present rate will probably take the contractor until the last of February. He will not, however, be able to do his finishing work until dry weather in the late spring. The recent rains are causing considerable slide material to come into the roadbed through the summit cut, which will increase the work to be done before finishing can be accomplished.

It is recommended that the extension of time be granted and, in accordance with the contract, engineering expenses be assessed for the overrun, except for such time as would be required to handle the additional work involved.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

[illegible]

RECEIVED
NOV 17 1937
FOR FILING
181-9

November 15, 1937

Mr. F. D. Mason,
Division Engineer,
Salem, Oregon.

Dear Sir:

Herewith copy of a letter from the Coos Bay Construction Company, with consent of surety attached, requesting an extension of time to June 15, 1938, on their contract No. 1949, Elsie-Nehalem River Section in Clatsop County.

Please advise of your recommendation so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by Jl McFarland.

RH BALDOCK

FOR FILING

181-9

NOTED
State Highway Engineer

Cost Analysis to Oct. 16, 1937
Wolf Creek Highway, Elsie-Nehalem River Section
Clearing and Grading
Contract 1949 Prefix 4-1016
Coos Bay Construction Co., Contractors, Carl A. Peterson, Res. Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$9,698.96	95%		All	$5,700.00
Felling Danger Trees	164.12	200 sq. ft.	0.82	1.00	200.00
Trench Excavation	660.78	799 cu. yd.	0.83	1.00	799.00
Common "	20,391.66	113,287 cu. yd.	0.18	0.20	22,657.40
Solid "	25,012.68	33,500 cu. yd.	0.746	0.59	19,765.00
Overhaul	2,781.00	185,400 yd. sta.	0.015	0.015	2,781.00
Truck Haul	5,184.00	32,400 yd. mi.	0.16	0.10	3,240.00
Finishing Roadbed & Slopes	250.00	0.5 Mile	500.00	500.00	250.00
Rounding Cutbanks	220.00	2,200 lin. ft.	0.10	0.10	220.00
18" C.I.P. Prot. Invert	853.52	418 lin. ft.	2.04	2.00	836.00
18" C.I.P. " " XSTR	435.97	180 lin. ft.	2.42	2.25	405.00
30" C.I.P. " " "	802.66	180 lin. ft.	4.46	5.00	900.00
36" C.I.P. " "	498.94	90 lin. ft.	5.54	6.00	540.00
36" C.I.P. " " "	974.48	154 lin. ft.	6.33	7.00	1,078.00
Force Account	113.22				113.22
	$68,041.99				$59,484.62

Total Cost	$68,041.99
Gross Revenue	59,484.62
Net Loss	$8,557.37

Net Loss Equals 14.5% of Gross Revenue

Detail of Cost

Labor:

Supervision (Paul Cockran $300 per Mo.) (Ross Gatton $200 per Mo.)	$4,000.00	
Labor	17,057.74	
State Industrial Accident Insurance	1,070.17	
Social Security & State Unemployment Insurance	583.73	
		$22,711.64

Materials:

18" C.I.P. Prot. Invert		418 lin. ft. at 1.46	610.28	
18" " " " " "	XSTR	180 lin. ft. at 1.71	307.80	
18" Bands		25 at 1.51 each	37.75	
30" C.I.P. Prot. Invert		180 lin. ft. at 3.76	676.80	
36" " " " " "		90 lin. ft. at 4.51	405.90	
36" " " " " "	XSTR	154 lin. ft. at 5.50	847.00	
30" C.I.P. Bands		5 each at 3.44	17.20	
36" " " " "		6 each at 4.59	27.54	
				2,930.27

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	19,379.00	
Gas, Oil & Grease	5,019.78	
Explosives	6,211.34	
Equipment Repairs	6,962.84	
Small Tools	818.74	
Drill Steel	660.32	
Miscellaneous Supplies	1,215.87	
Move In, Freight Etc.	1,425.70	
Bond	594.80	
Office	111.69	
		42,400.08
Total Cost		$68,041.99

Elsie-Nehalem River

REMARKS:

This contract, which required the clearing of 1.31 miles and the grading of 1.15 miles, was let February 18th, 1937, and the contractor started work March 31st. On October 16th, the contract was about 62.0% completed.

Work for the first 2½ months consisted entirely of clearing and grubbing as grading was not begun until May 11th. The clearing work continued until June 25th, when it was practically completed. The 25 acres of clearing contained a fairly heavy stand of fir, hemlock and alder. The bid price of $228 per acre was considerably too low for this class of clearing as the cost was $388 per acre, and the contractor took a large loss. Some time was lost due to frequent and heavy rains during the spring months, and the slippery condition of the ground allowed very little tractor work. However, most of the large fir logs were dragged from the right of way and given to a farmer who had property adjoining the project.

All excavation work to date has been done with two LeTourneau scraper units, one of which is a 12-yd. scraper pulled by an RD-8 and the other an 8-yd. pulled by a 76 H.P. Allis-Chalmers. A 75 H.P. cat and dozer is also used in opening cuts and on the fills. During the first 6 weeks of grading very good progress was made as the material was mostly common and suitable for scraper work. The outfits worked three 7-hr. shifts per day. However, the contractor experienced difficulty in handling the first solid rock which he encountered about July 1st. He had expected to use a rooter to put it in shape for scraper work, but it was found necessary to drill and shoot instead.

For the last three months the excavation has been concentrated in a single large cut which contained about 125,000 cu. yds. of material, of which a large proportion has consisted of solid rock which broke very large. The cost of drilling and shooting this rock to a size suitable for scraper work has been 0.32 per yard, as it has been necessary to do much plugging and re-shooting. In attempting to do this type of work with scrapers the cost of repairs to tractors and scrapers has been quite high and much equipment time has been lost through breakdowns.

The contractor will take a large loss which could have been prevented if a shovel and trucks had been used in the rock excavation. It is now very doubtful if the job will be done by the completion date of December 15th, as wet weather will probably stop the grading work, and the job will probably not be completed until about July 1938.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

FORM 5-Adm.-M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 22 1937
FOR FILING

181-9

July 21st, 1937

Mr. Carl A. Peterson
Resident Engineer
State Highway Dept.
Jewell, Oregon

Dear Sir:

It has been noted that you have been using Contract #1364 for the Elsie-Nehalem River Project. The contract number for this job is 1348.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. C. Smith
Construction Engineer

Dictated by
Chas. E. Lew
R

cc to: R. H. Baldock
F. D. Eason

NOTED
C. B. McCullough

R H BALDOCK

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181-9

Cost Analysis to July 17, 1937
Wolf Creek Highway, Elsie-Nehalem River Section
Grading
Contract 1949 - Prefix 4-1016

Coos Bay Construction Co., Contractors
Carl A. Peterson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$9,255.15	95%			$5,700.00
Felling Danger Trees	85.28	156 sq. ft.	$0.55	$1.00	156.00
Trench Excavation	136.53	157 cu. yd.	0.87	1.00	157.00
Common "	8,663.98	61,000 " "	0.142	0.20	12,200.00
Solid Rock Excavation	4,025.16	7,500 " "	0.537	0.59	4,425.00
Overhaul	1,073.27	65,400 yd. sta.	0.016	0.015	981.00
Truck Haul	1,520.86	15,000 yd. mi.	0.10	0.10	1,500.00
18" C.I.P. Prot. Inv.	484.28	228 lin. ft.	2.12	2.00	456.00
18" XSTR C.I.P.	425.22	180 " "	2.36	2.25	405.00
36" Corr. Iron Pipe	498.94	90 " "	5.54	6.00	540.00
	$26,168.67				$26,500.00

Gross Revenue	$26,500.00
Total Cost	26,168.33
Net Profit	$331.33

Net Profit Equals 1.3% of Gross Revenue

NOTED

Detail of Cost

Labor:

Supervision	$2,650.00	
Labor	9,808.24	
State Industrial Accident Insurance	594.45	
Social Security & Unemployment	324.24	
		$13,376.93

Materials:

18" C.I.P. Prot. Inv.	228 lin. ft. at 1.46	332.88	
18" " " " XSTR	180 " " at 1.71	307.80	
18" " " " Bands	20 each at 1.51	30.20	
36" " " "	90 lin. ft. at 4.51	360.80	
36" " " " "	4 each at 4.59	18.36	
			1,050.04

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	7,271.00	
Gas, Oil & Grease	1,382.86	
Small Tools & Supplies	277.92	
Explosives	1,333.96	
Drill Steel	99.62	
Moving In Freight Etc.	516.65	
Wire Rope	384.90	
Office	51.95	
Property Damage	157.80	
Bond 1% of Gross Revenue	265.00	
		11,750.28

Total Cost to July 17th, 1937	$26,168.67

Elsie-Nehalem River Section

REMARKS:

This contract which required the clearing of 1.31 miles and the grading of 1.15 miles was let Feb. 18th, 1937, and the contractor started work March 31st. On July 17th, the contract was about 30% completed.

Work for the first 2½ months consisted entirely of clearing and grubbing as grading was not begun until May 11th. Clearing was continued until June 25th, when it was practically completed. The clearing consisted of 25 acres which contained a fairly heavy stand of large fir, hemlock and alder. The cost to the contractor was $370.00 per acre against a bid price of $228.00 per acre. The bid was considerably too low for this type of clearing even with the most favorable conditions. There were several delays and must lost time due to frequent and heavy rains during the spring months. Slippery ground conditions permitted very little cat work on clearing, but a team worked for a few days. Most of the clearing work, however, was accomplished with hand labor. A good many of the larger logs were dragged from the right of way and given to a farmer, who had property adjoining the project.

All excavation to date has been handled with two LeTourneau scrapers and cats working three 7-hr. shifts per day. One 12-yd. scraper is pulled by an RD-8 and an 8-yd. scraper by a 76 AC. A 75 cat and dozer is also used in opening cuts and on the fills. Good progress was made during the first 6 weeks of grading as the common excavation was very suitable for scraper work, with the exception of about 5,000 cu. yds. of gumbo. The gumbo was difficult to unload and considerable cable was broken in handling this material. However, the loss from the clearing was recovered through the common excavation.

About July 1st, the first solid rock was encountered and an attempt was made to rip it instead of shooting. However, it was found necessary to drill and shoot. The handling of the solid excavation with scrapers has caused considerable breakdown of equipment, and lost time, and to date this material is proving rather costly to the contractor. The bulk of the excavation remaining on this job is in a single cut which contains about 125,000 yards. In opening this cut solid rock was encountered after 15 feet of overburden was removed. Drilling and heavy shooting will be required to put it in shape to be handled with scrapers, which the contractor still plans to use. It is doubtful if any profit can be made by this method and the equipment will suffer considerable damage.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JUL 1[illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon FAP No. 181-G
Elsie-Nehalem Riv.Sec.

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield

By L. J. Caufield
Highway Engineer

Encls.

Jon

Hwy 31124

Form P. R. 2

State ......Oregon......

Project No. ...181-[illegible].......

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5618

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 29th day of May, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [illegible] day of September, 19[illegible], a project statement, which was approved by the Secretary on the [illegible] day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [illegible] of said project which were recommended for approval by the United States District Engineer on the 19th day of January, 19[illegible]; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty seven thousand, six hundred twenty and 00/100 dollars ($57,620.00) as the share of the United States payable under said act on account of Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 21, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 599+00 in the SW 1/4, Sec. 32, T.5 N., R. 7 W., W.M., at the east end of NRH 181-D and survey station 668+00, the west end of NRH 181-E, in the N.E. 1/4, Sec. 4, T. 4 N., R. 7 W., W.M.

, length 1.310 miles, in Clatsop County, being Section G of Oregon project No. 181, consisting of 1.161 miles of roadway and 0.149 of a mile of clearing and grubbing. ~~bridges, each o~~ ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [illegible] of said project shall not in any event exceed the sum of fifty seven thousand, six hundred twenty and 00/100 dollars ($57,620.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety four thousand, four hundred fifty six and 00/100 dollars ($94,456.00), the approved total estimated cost of Section [illegible] of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17th day of June, 1939

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5813

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon.

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 161-C, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 94,456.00 as the total estimated cost of said project, and the sum of $ 57,620.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 19th day of June one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
MAY 25 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon 181-G
Elsie-Nehalem Riv.Sec.
of Wolf Cr.Hwy.

May 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Ion

RECEIVED
MAY 8 1937
FOR FILING
181-G

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Elsie-Nehalem River Section, F. A. Project No. 181-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 181-B

ELSIE-NEHALEM RIVER SECTION OF THE
WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1937

Grading and Clearing (Sta. 599+00 to 660+15)

All Required		Clearing and Grubbing		$ 5,318.00
1,400	lin. ft.	Falling Danger Trees	$ 1.00	1,400.00
700	cu. yds.	Trench Excavation	1.00	700.00
178,000	cu. yds.	Common Excavation	0.20	35,600.00
46,000	cu. yds.	Solid Rock Excavation	0.59	27,140.00
233,000	yd. sta.	Overhaul	0.015	3,495.00
67,000	yd. mi.	Truck Haul	0.10	6,700.00
1.16	miles	Finishing Roadbed and Slopes	500.00	580.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
600	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	1,200.00
180	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	2.25	405.00
180	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	5.00	900.00
90	lin. ft.	36" Corr. Iron Pipe, Protected Invert	6.00	540.00
130	lin. ft.	36" Extra Strength Corr. Iron Pipe, Protected Invert	7.00	910.00

Subtotal	$ 85,188
10% Engr. & Cont.	8,518
Total	$ 93,706

Length 1.161 miles
Cost per mile $ 80,711

Clearing (Sta. 660+15 to 668+00)

All Required	Clearing	$ 682.00

Subtotal	$ 682
10% Engr. & Cont.	68
Total	$ 750

Length 0.149 mile
Cost per mile $ 5,033

SUMMARY OF FUNDS EXPENDED

	Total Cost	Federal Aid Funds	State Funds
Grading and Clearing	$ 93,706	$ 57,162	$ 36,544
Clearing	750	458	292
	$ 94,456	$ 57,620	$ 36,836

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAR 19 1937
FOR FILING

181-9

March 18, 1937

Coos Bay Construction Company
7433 North Jersey Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1949 awarded to you on February 18, 1937, for grading on the Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
FEB 20 1937
FOR FILING

181-9

February 19, 1937

Coos Bay Construction Company
7433 North Jersey
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you on February 18, 1937, the contract for the construction of the Elsie-Nehalem River Section of the Wolf Creek Highway in Clatsop County. This award was based on your low bid of $85,870.00 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

RECEIVED
MAY 8 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 181-G

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1937.

RECEIVED
FEB 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 181-G, Elsie-Nehalem River Section of the Wolf Creek Highway, to the Coos Bay Construction Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 8 1937
FOR FILING

181-9

January 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs

We are enclosing herewith revised special provision pages for the following projects, for which bids are to be received on February 4, 1937.

Elsie-Nehalem River Section, FA Project No. 181-C.

Page 15, revised by an additional paragraph under the subhead "Condition Under Which Contractor May Obtain Waiver of 44-hour Limitation on Hours of Employment."

Shedd-Halsey Section, FA Project No. 56-C.

Page 15, revised by an additional paragraph under the subhead, "Removal of Buildings."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED
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FOR FILING
Const
Projects
Primary

January 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of January 25th, the enclosed letter is being sent to all prospective bidders for the Elsie-Nehalem River Grading Project (Oregon Project FAP 181-G).

Copies of the revised special provision sheets to be incorporated in the contract are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 26 1937
OREGON
STATE HIGHWAY COMMISSION

January 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

After review of contract No. 1919 on Oregon F.A.P. 181-E, Quarts Creek Unit of the Nehalem River-Rock Creek section of the Wolf Creek Highway, our Washington Office has written us as follows:

> "We are approving the above mentioned contract but request that the paragraph on limitations of hours of work be added to Sec. IV of required or optional Special Provisions on all future contracts financed with Federal Aid funds available to the States for the fiscal year 1937."

Modification of the standard special provisions to permit a 44 instead of 40-hour week as was done on this contract, does not lessen the desirability of including the waiver clause concerning hours of employment listed in Mr. MacDonald's memorandum of July 6, 1936. Its inclusion will provide for any further adjustment which may become necessary.

It had been our thought that when the special provisions provide for extended hours, the inclusion of the paragraph under question would not be required. However, as it is possible that additional extension may be necessary, please provide for its inclusion as requested by our Washington Office.

It is requested that the special provisions covering Oregon F.A.P. 181-G, the Elsie-Nehalem River section, be changed to include this paragraph. This project was authorized for advertising in our letter of January 19, 1937.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 6 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 181-G

POST OFFICE BUILDING
PORTLAND, OREGON

January 19, 1937

RECEIVED
JAN 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 181-G, the Elsie-Nehalem River section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

The length of the grading section between Station 590+00 and Station 660+15 has been corrected on the estimate to 1.161 miles. In submittingfuture documents for this project, please use this figure.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 8 1937
FOR FILING
181-G

January 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision pages 6, 7, and 8, for grading of the Elsie-Nehalem River Section, Project No. 181-G, page 6 having been revised by the addition of a paragraph under the subhead, "Compaction of Embankments." Pages 7 and 8 contain no change, except a rearrangement of the provisions due to the additional paragraph on page 6.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:MM

Encl.

1M 12-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

RECEIVED
JAN 19 1937
FOR FILING
Const
Projects
Primary

January 15, 1937

In Reply Please
Refer to File No.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There are handed you herewith estimates of the cost of construction on the Elsie-Nehalem River Section and the Shedd-Halsey Section prepared by Mr. Clymer.

These costs, you will note, are much lower than the estimates submitted with the specifications and would represent, perhaps, the minimum that might be expected in the bidding.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AN
cc R. H. Baldock

RECEIVED
MAY 8 1937
FOR FILING

181-9

January 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Elsie-Nehalem River Section, Federal Aid Project No. 181-G.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid
Project No. 181-G

ELSIE-NEHALEM RIVER SECTION OF THE
WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements.)

Salem, Oregon, January 13, 1937

Grading and Clearing (Sta. 599+00 to 660+15)

All Required		Clearing and Grubbing		$14,000.00
1,400	lin. ft.	Felling Danger Trees	$0.50	700.00
700	cu. yds.	Trench Excavation	2.00	1,400.00
178,000	cu. yds.	Common Excavation	0.30	53,400.00
46,000	cu. yds.	Solid Rock Excavation	0.60	27,600.00
233,000	yd. stas.	Overhaul	0.02	4,660.00
67,000	yd. mi.	Truck Haul	0.15	10,050.00
1.16	miles	Finishing Roadbed and Slopes	300.00	348.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
600	lin. ft.	18" Corrugated Iron Pipe, Protected Invert	2.50	1,500.00
180	lin. ft.	18" Extra Strength Corrugated Iron Pipe, Protected Invert	3.00	540.00
180	lin. ft.	30" Extra Strength Corrugated Iron Pipe, Protected Invert	5.50	990.00
90	lin. ft.	36" Corrugated Iron Pipe, Protected Invert	6.00	540.00
130	lin. ft.	36" Extra Strength Corrugated Iron Pipe, Protected Invert	6.50	845.00
			Subtotal	$116,873.00
			10% Engr. & Cont.	11,687.00
			Total	$128,560.00

Length ~~1.310~~ 1.161 miles
Cost per mile $98,138

Clearing (Sta. 660+15 to 668+00)

All Required	Clearing		$ 1,500.00
		Subtotal	$ 1,500.00
		10% Engr. & Cont.	150.00
		Total	$ 1,650.00

Length 0.149 mile
Cost per mile $11,073

SUMMARY OF FUNDS REQUESTED

	Total Cost	Federal Aid Funds	State Funds
Grading and Clearing	$128,562	$78,423	$50,139
Clearing	1,650	1,007	643
	$130,212	$79,430	$50,782

1M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
DEC 2 [illegible] 1936

Const
Projects
Primary

December 22, 1936

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions and estimate, together with profile and cross sections for the proposed grading improvement from Elsie east to the Nehalem River crossing on the Wolf Creek Highway in Clatsop County.

Right of way descriptions were turned in to the Right of Way Department by Mr. Martin some time ago. When informed a few days ago that this section was to be written up for immediate letting, I requested Mr. Hackett to get someone started on right of way negotiations.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

CONTRACT# [redacted] 1950

8-1202 Curry County Rock Production
Oregon Coast Highway 1937

1950

FORM S-S-1 5M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 11 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No.

January 10, 1939

8-1[illegible]

Mr. K. B. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

This is to advise that order for State Force Work for the construction of a rock fill dam on Brush Creek in Humbug Mt. State Park is being held up until such time as another inspection can be made by Mr. Baldock and Mr. Boardman.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lee
H
CC to
C. B. McCullough ✓

Highway Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 3, 1939

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. B. McCullough

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

In accordance with your request of December 27th, we enclose six additional copies of State Force Order covering construction of the dam upon Brush Creek in Humbug Mountain State Park, together with a copy of our original transmittal letter.

Very truly yours,

K. D. LYTLE
Division Engineer

By:
R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 28 1938
FOR FILING

Maint
Parks

December 27, 1938.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

In September you submitted a State Force Work Order for construction of a dam across Brushee Creek, at the request of Mr. Boardman. This order was not approved at that time and we are not able to locate it. Will you please submit another order.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough

RECEIVED
SEP 14
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Sept. 12, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

In accordance with your request of August 29th, I have prepared an estimate covering the cost of constructing the dam on Brush Creek as per the design drawn by the Bridge Department.

I was not sure whether this would be considered as a right-of-way job inasmuch as the construction of this structure is in the nature of payment for the gravel taken from the State Park, so that I did not fill in the prefix and account number. Will you have Mr. Probert do that.

When we originally talked to Mr. Baldock about this work, we had in mind a simpler structure that we thought could be built around $1000.00, and at that time, he authorized that much money. I do not know what he will say when he sees the $3000.00 estimate.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. F. [illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
SEP 14 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

Sept. 12, 1938

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

Dear Sir:

Your Drawings Nos. [illegible]A and [illegible] call for 14" [illegible] logs in the cribbing at the [illegible] Brush Creek. [illegible] we will not be able to get that size logs from our Port Orford Cedar Park, and wish you would advise whether or not 10" diameter size to 8" at bearing points would do as a substitute.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By K D Lytle
K. D. LYTLE
Division Engineer

KDL:C

cc: Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 2 1938
FOR FILING

Const
R/W
Quarries

OREGON STATE HIGHWAY COMMISSION

SALEM

August 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Under separate cover, we are mailing today three blue print sets of plans for the Brush Creek Dam in Curry County.

Will you kindly submit the necessary orders.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

R

cc to: R. H. Baldock

FORM 2-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1938
FOR FILING
8-12

1938

August 17, 1938

NOTED
C. B. McCULLOUGH

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Would you see if you can get the plans for the dam on Brushes Creek at Humbug Mountain for me so that I can get the work completed before the rain starts.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

#1950

RECEIVED
AUG 17 1938
FOR FILING
8-12-[illegible]

August 12, 1938

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Re: Corvallis Sand & Gravel Co.
Oregon State Contract #1950

On June 29 our claim in the amount of $740.80 against the above contract was filed with you in the manner prescribed by Oregon statutes. Confirmation of receipt of the claim was covered by your letter to us of July 1.

Payment in the amount of $706.78 against the claim has been received from Corvallis Sand and Gravel Company. In so far as your records are concerned, we wish you to consider the claim paid in its entirety since the small balance remaining will be adjusted directly with Corvallis Sand and Gravel Company.

Therefore, will you kindly indicate on your records that this claim as filed July 29 has been settled.

Very truly yours,

SHELL OIL COMPANY

REH:RS

FRANK J. HURNER
Division Credit Manager

cc - Oregon State Highway Commission, Salem, Oregon
cc - Corvallis Sand & Gravel Company, Corvallis, Oregon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
AUG 5 1938
FOR FILING

8-12-82

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 4, 1938
July 19, 1938

RECEIVED
AUG 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith
Attention: H. G. Smith

Dear Sir:

I am sending, herewith, a corrected semi-final estimate on the Curry County Rock Production Project, contract 1950.

The changes on this estimate cover the additional 1200 cubic yards of excess rejections which were allowed the contractor by Mr. Baldock.

I will be there at the stipulated date.

Very truly yours,

K. D. LYTLE
Division Engineer

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock
Coffey

cc: Baldock
Probert

8-1202

C
O
P
Y

July 19, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

This will acknowledge receipt of your letter of July 16th relative to the conference with Homer Johnson and Mr. Gallagher July 29th and 30th.

I will be there at the stipulated date.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock
Coffey

FORM 5-A-1 ... 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE
W. E. SLATSYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 18 1938
FOR FILING

8-1202

July 16th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. [illegible] Callagher
2528 N. E. 17th St.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

The conference with Mr. Baldock over the purchase of surplus material on the Curry County Rock Production Project has been set for July 30th, at 9:30 A.M.

Will you kindly acknowledge receipt of this letter and advise your ability to be present.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Corvallis Sand & Gravel Co.

8-1202

C
O
P
Y

July 16th, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

6-1203

The conference with Homer Johnson and Mr. Dussault over the purchase of screen rejectings has been set for the afternoon of July 29th at 1:30.

8-1202

The conference with Mr. Gallagher will be the morning of July 30th at 9:30.

Please acknowledge receipt of this letter and your ability to be present.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
V. H. Coffey

RECEIVED
JUL 5 1938
FOR FILING

8-1206

July 5, 1938.

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of July 1 enclosing three copies of a notice of claim by Shell Oil Company against Corvallis Sand and Gravel Company in connection with Contract No. 1950 for furnishing crushed gravel in stock pile on the Oregon Coast Highway, in Curry County.

We have noted this claim in our records of this job and are forwarding copies of the notice of claim to the contractors and their surety, Maryland Casualy Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 5, 1938

MARYLAND CASUALTY COMPANY
Thor A. Bergstrom, Agent
721 Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copes of a notice of claim by Shell Oil Company against Corvallis Sand and Gravel Company in the amount of $740.50 in connection with the performance of Oregon State Highway Commission Contract No. 1950 for the furnishing of crushed gravel on the Oregon Coast Highway, in Curry County.

Inasmuch as you are surety for the contractors we are enclosing for your information and attention one of these notices.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Corvallis Sand and Gravel Company

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

July 1, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim for $740.50 against the bond taken from Maryland Casualty Company for work on the Oregon Coast Highway in Curry County, contract No. 1950 which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

June 29, 1938

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Re: Corvallis Sand & Gravel Company

Notice is hereby given that the undersigned, Shell Oil Company, has a claim for petroleum products in the sum of $740.50 against the bond taken from Maryland Casualty Company, Baltimore, Maryland, for the work of prosecuting Oregon State contract #1950, on the Oregon Coast Highway in the Curry County Section.

Very truly yours,

SHELL OIL COMPANY

RER:RS

FRANK J. HURNER
FRANK J. HURNER
Division Credit Manager

cc - Mr. Thor A. Bergstrom,
Maryland Casualty Co.,
Yeon Building, Portland

cc - Corvallis Sand & Gravel Co.,
Corvallis, Oregon

cc - Oregon State Highway Commission,
Salem, Oregon

Endorsed: File No. 2805
Filed July 1, 1938
EARL SNELL
Secretary of State

RECEIVED
JUL 5 1938
FOR [illegible]

8-1202

4170

RECEIVED
30 1938
STATE HIGHWAY COMMISSION

June 29, 1938

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Re: Corvallis Sand & Gravel Company

Notice is hereby given that the undersigned, Shell Oil Company, has a claim for petroleum products in the sum of $760.50 against the bond taken from Maryland Casualty Company, Baltimore, Maryland, for the work of prosecuting Oregon State contract #1950, on the Oregon Coast Highway in the Curry County Section.

Very truly yours,

SHELL OIL COMPANY

RER:RS

Original Signed By
FRANK J. HURNER

FRANK J. HURNER
Division Credit Manager

cc - Mr. Thor A. Bergstrom,
Maryland Casualty Co.,
Yeon Building, Portland

cc - Corvallis Sand & Gravel Co.,
Corvallis, Oregon

✓ cc - Oregon State Highway Commission,
Salem, Oregon

FORM 5-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 23 1938
FOR FILING

8-1202

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

May 19th, 1938

Mr. J. E. Gallagher
2536 N. E. 17th St.
Portland, Oregon

Dear Sir:

Mr. Baldock has set Tuesday, June 7th, at 1:30 P.M. as the date for the hearing of your argument on the purchase of more maintenance material on the Curry County Rock Production Project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
E. D. Lytle
Corvallis Sand & Gravel Co.
Corvallis, Oregon

NOTED
State Highway Engineer

#1950

RECEIVED
MAY 19 1938
FOR FILING

8-7202

May 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Harner.

Gentlemen:

In response to your inquiry of May 13th you are advised that final payment has not yet been made to the Corvallis Sand & Gravel Company in connection with their contract No. 1950, Curry County Rock Production Project.

The retained percentage is $609.65.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

May 13, 1938

State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Corvallis Sand & Gravel Co.
Contract #1950

You advised us March 14 that the retained percentage on this contract was $809.65. Will you please tell us if this amount has been released to the contractor at the present time?

A stamped addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

E - $26,988.17
R. - 809.65
Pd - $26,178.52

S.F. $1,653.91

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

8-1202

March 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. C. SMITH

Dear Sir:

I am sure that the final estimate as submitted by Mr. Coffey on the Curry County Rock Production Project is correct and that the contractor, Mr. Gallagher, has no valid claim for any additional payment.

I asked for a report in the matter and the attached letter is a copy of one written by Mr. Coffey in regard to this matter.

Mr. Gallagher was treated exceptionally well on this job and I would not recommend any further payment.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDC
cc--R. H. Baldock

#1950

RECEIVED
MAR 15 1938
FOR FILING
8-1-02

March 14, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of March 10th you are advised that the total amount earned under the Corvallis Sand & Gravel Company, Contract No. 1950, Curry County Road Production Project, was $26,988.17. The retained percentage is $809.65 and the total amount paid to date is $26,178.52.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1950
[illegible]

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

RECEIVED
MAR 11 1938
OREGON
STATE HIGHWAY COMMISSION

March 10, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Corvallis Sand & Gravel Co.
Contract No. 1950

This will acknowledge and thank you for your recent report concerning the above contract.

We failed to ask if this contractor had been paid in full for this job. Will you kindly advise us and if part of the funds have been withheld, will you state the approximate amount that is yet to be paid to the subject firm.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

$26,988.17
809.65
$26,178.52

FORM 8-A-4 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED MAR. 9 1938 FOR FILING

March 7th, 1938

RECEIVED -1938 STATE HIGHWAY COMMISSION

NOTED

8-127

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Reference is made to your letter of Feb. 28th, relative to the final payment on the Curry County Rock Production Project, Contract No. 1950.

I would recommend that the $250.00 be retained until such time as contractor moves his bunkers and machinery from the set up at Brushes Creek. This he has not done and I have a letter from him today in which he advises me that he has made arrangements with Mr. Boardman to leave his equipment there until the latter part of this month.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM E-[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILING

8-1202

March 7th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Reference is made to the final estimate on the Curry County Rock Production Project.

Mr. Gallagher advises that 1747.5 cubic yards of ¾" screen rejections were stockpiled at Pistol River and 507.4 cubic yards at Humbug Mt. for which he has not been allowed in the final estimate. He advises that these screen rejections were hauled and stockpiled and, therefore, should have been paid for at twenty-five cents as called for in the contract. He states that this is not to be confused with the other rejected material which was merely belted out from the plant and did not cause him the expense which this material has.

Will you kindly advise the reason why this material was not paid for after it was hauled and stockpiled.

Mr. Gallagher also mentioned the fact that the stockpiles at Humbug Mt. were designated in the final estimate as being under ½-mile; whereas, he was informed during the progress of the job that they were .55 mile and he paid his truckers on that basis.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
MAR 5 1938
FOR FILING

8-1202

March 3, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Receipt is acknowledged of your letter of March 1st with reference to the Corvallis Sand & Gravel Company contract No. 1950, Curry County Rock Production Project in Curry County.

You are advised that this contract was completed December 11, 1937, and was accepted January 7, 1938. The total amount paid to date is $26,178.52, and the retained percentage is $809.64. We have no record of any claims against the project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1950

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

March 1, 1938

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Corvallis Sand & Gravel Co.
Contract No. 1950

Kindly favor us with a progress report on the above contract, and providing the job has been finished, will you state the completion and acceptance dates?

Have any liens been filed against this contract?

A stamped, addressed envelope is enclosed for your convenience in answering.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

Final $809.64-

Pd-$26,178.52

REFERRED TO
BY SECRETARY

prepare letter
AB

FORM 2-46 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 3 - 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

March 2, 1938

8-12

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

Reference is made to your letter of February 26th, in which you state you are withholding final payment on the Curry County Rock Production Project, Contract #1930.

So far as we know, the contractor's bunkers and machinery are still set up at Brushes Creek. We are forwarding a copy of your letter to the contractor so that he may be advised that final payment is being withheld and as soon as the plant is removed we will notify you.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock
K. G. Smith

#1950

RECEIVED
FEB 26 1938
FOR FILING

3-1202

February 25, 1938

Maryland Casualty Company,
Thor A. Bergstrom, Agent,
721 Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1950 for the construction of the Curry County Rock Production Project on the Oregon Coast Highway in Curry County, has been completed by the contrators, Corvallis Sand & Gravel Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $26,988.16, including the final payment. Of this amount $108.56 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 7 1938
FOR FILING

8-1202

#1950

February 5, 1938

Maryland Casualty Company,
Thor A. Bergstrom, Agent,
721 Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Corvallis Sand & Gravel Company on Contract No. 1950, Curry County Rock Production Project on the Oregon Coast Highway in Curry County. This payment will be made on or after February 15, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

#1950

RECEIVED
FEB 7 1938
FOR FILING

8-1202

February 5, 1938

Maryland Casualty Company,
Thor A. Bergstrom, Agent,
721 Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Corvallis Sand & Gravel Company on Contract No. 1950, Curry County Rock Production Project on the Oregon Coast Highway in Curry County. This payment will be made on or after February 15, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 29, 1938

8-1202

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: CARL F. SMITH

Dear Sir:

In accordance with Mr. Alling's letter of January 24th, we are enclosing three copies of the corrected invoice on Extra Work Order No. 1 of the Curry County Rock Production Project, together with four copies of Form 115, Record of Extra Work Bills and two copies of Extra Work Order Payroll.

Yours very truly,

K. D. LYTLE
Division Engineer
By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock ✓

NOTED

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: K. G. SMITH

Dear Sir:

I recommend that at least $250.00 be retained from final payment on Contract No. 1950, Curry County Rock Production Project, until such time as the contractor removes his bunkers and machinery from the set up at Brushes Creek.

Yours very truly,

K. D. LYTLE
Division Engineer

KDL:MDG
cc--R. H. Baldock
S. M. Probert

RECEIVED

Form 838—5M—12-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 1938

Section Curry County Rock Production Project

Kind of work Crushed Gravel in Stockpiles

Highway Oregon Coast

Section prefix 8-1202

Contractor Corvallis Sand and Gravel Co.

Contract number 1950

Date of contract February 8, 1937

Date of completion October 31, 1937

Date work started March 22, 1937

Estimated date of completion December 11, 1937

Amount of contract $25,169.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $25,169.00

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $1800, 7%

Date project was completed December 11, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

S. Simms worked for Jack Phelps Monday-Tuesday-Wednesday and Thursday Reported back to work in this office on Friday.

Ernest H. O'Dell (chainman) has been released by orders from Salem.

Monday-Tuesday-Hardcastle and myself working on final estimate.

Wednesday-Went to Curry County with Finkbiner and looked over proposed quarry site at Floras Creek. Hardcastle on final estimate.

Thursday-Hardcastle and myself on final estimate

Friday-Simms working on Bunker Hill Overcrossing. Hardcastle delivered car 36-162 to Springfield for Jack Phelps. I worked on final estimate.

Saturday-Finished final estimate.

NOTED

Signed V. H. Coffey

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

RECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 9-07

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 11 1938
FOR FILING

9-12-07

IN REPLY PLEASE
REFER TO FILE NO.

Dec. 30th, 1937.

Corvallis Sand & Gravel Co.
2536 N. E. 17th Ave.
Portland, Oregon.
ATTN: J. H. CALLAGHER

Dear Sir:

I received your letter relative to the extension of time on your contract No. 1850, Curry County Rock Production Project, and beg to advise that on Dec. 20th, I made a recommendation on this matter and sent your letter, together with consent of your surety company, to Mr. Glaisyer.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

cc. H. B. Glaisyer

KDL:AF

P.S. If you have not received my letter of Dec. 20th, please advise.
KDL

REFERRED TO
BY SECRETARY

Mr [illegible]
How about it?
HBG

CORVALLIS SAND AND GRAVEL COMPANY
J. A. GALLAGHER, MANAGER
RESIDENCE PHONE 479
OFFICE PHONE 771
~~CORVALLIS, OREGON~~

SCREENED AND WASHED
SAND AND GRAVEL
ROOFING GRAVEL
CRUSHED ROCK
SCREENINGS

Portland, Oregon
2536 NE 17th Ave.
December 29, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Extension of Time - Contract 1950
Curry Co. Rock Production Project

Dear Sir:

Replying to yours of December 18 addressed to me at Corvallis, same reached me yesterday and as explained to you when I called at your office yesterday.

I enclose herewith copy of my letter of November 6 questioning extension of time and giving reasons therefore.

Also enclosed is copy of Mr. Lytle's letter of December 8 requesting the bonding company's concurrence in extension.

I enclose copy of letter dated December 14 from the Maryland Causulty Company concurring in extension of time requested.

If anything further is required on our part to comply with the department regulations in this matter please advise at this address that we may hasten to comply.

Yours very truly,

J. H. Gallagher
J. H. Gallagher
Secretary-Treasurer
CORVALLIS SAND & GRAVEL CO.

JHG:L
Enc. 3
cc: K. D. Lytle

File

REFERRED TO
McFarland
BY SECRETARY

check up with Lytle - maybe he has the papers.
HBG

COPY

December 14, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Commission
Roseburg, Oregon

Re: Bond 40998 - Corvallis Sand & Gravel Co. in favor of State of Oregon

Gentlemen:

This is to advise you that the request of the above principal for extension of time on the Curry County Rock Production Project Contract 1950 is agreeable to the Maryland Casualty Company.

Very truly yours,

MARYLAND CASUALTY CO.

Thor. A. Bergstrom
Manager

TAB:VV

COPY

OREGON STATE HIGHWAY COMMISSION
Office of K.D. Lytle, Division
Engineer

Roseburg, Oregon
Dec. 8th, 1937.

Corvallis Sand & Gravel Co.
c/o M. P. Grant
Port Orford, Oregon

Attention: J. H. Gallagher

Dear Sir:

I wish to acknowledge receipt of your request for an extension of time on the Curry County Rock Production Project, Contract 1950.

Before this matter is acted upon it will be necessary for us to have a letter from your surety company agreeing to the extension. Will you please have this letter sent to me at your convenience.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:AF

COPY

November 6, 1937

Mr. K. D. Lytle,
Division Engineer, O. S. H.,
Roseburg, Oregon

Re: Curry County Rock Production
Project, Contract 1950

Dear Sir:

The date of completion given by the contract is October 31, 1937.

We respectfully make application for sixty days extension of time for the completion of the Mt. Humbug portion of this contract.

The reasons for requiring the extra time are due to the unprecedented bad weather which extended late into the end of the spring at Pistol River. The most severe flood of the entire winter of 36-37 occurred on the 13th of June when the water reached a height of three feet under our bunkers. Another reason which delayed the completion of our job at Pistol River was the excessive quantity of reject material encountered. We estimate an excavation of at least 23,000 yards from the pit to complete our 9,600 yards of oil rock. The delay at Pistol River was such that we did not get completed there until August 12. This delay throws us into the winter season at Mt. Humbug where we must anticipate shut downs due to storms.

Respectfully submitted by

J. H. Gallagher
Secretary-Treasurer
CORVALLIS SAND & GRAVEL CO.

JHG:L
cc: V. H. Coffey

RECEIVED
DEC 20 1937
F

8-1202

December 18, 1937

Corvallis Sand & Gravel Company,
Corvallis, Oregon.

Gentlemen:

Reference is made to your contract No. 1950, Curry County Rock Production Project in Curry County.

The original date of completion of this contract was October 31, 1937, and according to our records this contract was not completed until December 11, 1937.

Will you please submit your application for an extension of time up to and including the actual date of completion. The application must be accompanied by the written consent of your surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.
cc to K. D. Lytle.

FORM 5-A-1 10M 7-37

STATE HIGHWAY COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 17 1937
STATE HIGHWAY COMMISSION

FOR FILING
8-122

Dec. 16th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Before Mr. Boardman would permit us to set up a gravel plant in Brushes Creek, I agreed to construct a small check dam above the gravel pit in order to prevent the erosion of the streambed opposite the picnic area on the south side of the creek.

At that time I estimated that the cost of the work involved would be approximately $500.00. However, after we started work Mr. Gallagher, the contractor, suggested that a dam be placed at the lower end of the pond which would probably answer every purpose and would make a much better pond. He was so interested in the matter that he drew up a plan of this lower dam which I am sending herewith. I believe that its construction will insure a fine pond and will be worth the additional cost.

A rough estimate of the cost of the improvement as per the attached design will be approximately $1,000.00. I would like to have you and Mr. Boardman talk this matter over and give me your opinion. I believe it will be worth the money as it will probably insure the continuance of a lake which will add much to the recreational features of the park.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Boardman

KDL:AF

Form 336—5M—12-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 11, 1937

Section Curry County Rock Production Project

Kind of work Crushed Gravel in stockpile

Highway Oregon Coast

Section prefix 8-1202

Contractor Corvallis Sand & Gravel Company

Contract number 1950

Date of contract February 8, 1937

Date of completion October 31, 1937

Date work started March 22, 1937

Estimated date of completion December 11, 1937

Amount of contract $25,169.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $25,169.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1550.00, 6 %

Date project was completed December 11, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Gallagher finished this contract today, Saturday, December 11, 1937. The completed totals will run approximately 500 C. Y. underrun of 3/4-½ material and 500 C.Y. overrun of ½-¼ material when compared to the contract totals.

The surplus of ½-¼ material was stockpiled at M.P. 324.09 and 328.87. The 3/4-½ material was reduced at M.P. 324.09 and 326.55.

We will have about 600 C. Y. of ¼-0 (reject) material in excess of the amount contracted for stockpiled at M.P. 324.09 (Brush Creek). Gallagher asked permission to stockpile this excess on this site. We are not under any obligation to him.

Gallagher has asked permission to leave his plant standing for about two months as he expects to bid on the Bandon-Port Orford rock job. He has agreed to do all the cleaning up asked for by Mr. Dillabough (park caretaker) and myself.

NOTED H. G. SMITH

NOTED RAY WEBBER

Signed V.H. Coffey
V. H. Coffey, Resident Engr.

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			41.38		
Miles partially completed			"		
Miles completed			"		
Total estimated quantities			1,000 Reject 17,400		
Estimated quantities moved or placed to date			18,400		
Average daily quantities			150		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			11		

Percentages of men employed on contract to be secured from:

.... County, ...%; Curry County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Curry COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					3	8
Men and teams							
Men and trucks under 3 tons	3						3
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday	"		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. H. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 11 1937
FOR FILING
8-1202

RECEIVED
[illegible] 9 - 1937
STATE HIGHWAY COMMISSION

October 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. SMITH

Dear Sir:

We are enclosing in duplicate, approved by the Division Engineer, an estimate covering work done to September 15th on the Curry County Rock Production Project, Contract 1950, together with one copy of the quantity summary sheet

The estimate was held in this office unapproved until approval was secured on price agreement No. 1 for furnishing 3/4" to 0" materials in stockpile.

Very truly yours,

K. D. LYTLE
Division Engineer

By R. B. Sipprell
R. B. Sipprell
Office Engineer

RBS:MDO
cc—R. H. Baldock
V. H. Coffey

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 21 1937
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1937
FOR FILING
8-1202

Sept. 20th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith, for your approval, Price Agreement #1 on the Curry County Rock Production Project on the Oregon Coast Highway, covering the purchase of 3000 cubic yards of 3/4"-0" material.

Very truly yours,

K. D. Lytle ras

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

#1950

RECEIVED
SEP 16 1937
FOR FILING
8-1202

September 16, 1937

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of September 15th concerning the Corvallis Sand & Gravel Company Contract No. 1950, Curry County Rock Production Project.

You are advised that this contract is approximately 57% complete. The total amount paid to date is $12,420.82 and the retained percentage is $1,887.68. We have no knowledge of any claims against the contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

September 15, 1937

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Contract Number 1950
Re: Corvallis Sand & Gravel Co.

Will you kindly give us a report of progress made on the above contract, stating whether or not there have been any liens filed against them.

We attach a stamped, addressed envelope for your convenience.

Very truly yours,

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

Aug. 15 -
Et $ 14,308.00
R – $ 1,887.68
Pd - $ 12,420.32

REFERRED TO McFarland
BY SECRETARY

prepare answer

RECEIVED
AUG 26 1937
FOR FILING

8-1202

#1950

August 26, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of August 16th concerning the Corvallis Sand & Gravel Company Contract No. 1950 - Curry County Rock Production Project.

Sometime ago we advised that this contract would be completed about July 31, 1937. This was in error as the completion date of the contract is October 31, 1937. This contract is approximately 58% complete at the present time.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1950

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

August 16, 1937

State of Oregon Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Corvallis Sand & Gravel Co.
Contract No. 1950

Our last information from you indicated that this contract would be completed about July 31.

We would appreciate knowing the completion date and the date when the contract is accepted by your Department.

Stamped, addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FJH:RS
Encl.

FRANK J. HURNER
Division Credit Manager

Earned to aug 15 - $14,308.00

#1950

RECEIVED
AUG 26 1937
FOR FILING

8-1202

August 25, 1937

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Attention: R. Walsh.

Dear Sir:

Reference is made to your letter of August 20th concerning time limit on the Corvallis Sand & Gravel Company contract No. 1950, Curry County Rock Production Project.

You are advised that it will not be necessary to secure an extension on that portion of the contract for furnishing material on the Cape Sebastian-Whaleshead Creek Section.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1950

RECEIVED
AUG 26 1937
FOR FILING
8-1202

August 25, 1937

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Attention: R. Walsh.

Dear Sir:

Reference is made to your letter of August 20th concerning time limit on the Corvallis Sand & Gravel Company contract No. 1950, Curry County Rock Production Project.

You are advised that it will not be necessary to secure an extension on that portion of the contract for furnishing material on the Cape Sebastian-Whaleshead Creek Section.

Very truly yours,

Secretary.

Dict. by J. McFarland.

-1 2M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

Aug. 20th, 1937

H. B. Glaisyer, Sect'y.
State Highway Comm.
Salem, Oregon.

Dear Sir:

Reference is made to the Corvallis Sand & Gravel Company's contract 1950.

I quote from the contract:

"Date of Completion: The crushed gravel for the Cape Sebastian-Whales Head Creek Section shall be delivered by not later than June 30th, 1937. All crushed gravel to be furnished under the contract shall be delivered by not later than October 31, 1937".

Although the gravel was not all delivered for the Cape Sebastian-Whales Head Creek Section within the limits of the contract, since the date of completion is October 31, 1937, is it necessary to request an extension of time?

Very truly yours,

K. D. LYTLE
Division Engineer

By Raymond Walsh

Raymond Walsh
Office Engineer

RW:AF

#1950

RECEIVED
AUG 17 1937
FOR FILING
8-1202

OREGON STATE HIGHWAY COMMISSION

August 17, 1937

Mr. E. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to the Corvallis Sand & Gravel Company Contract No. 1950, Curry County Rock Production Project.

According to our records the time limit on this contract expired on June 30th. Will you please take the matter of further extension of time up with the contractors and request that they submit their application with the written consent of their surety. Also, please forward your recommendation to this office with the application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 30 1937
FOR FILING

July 28th, 1937

Mr. V. L. Coffey
Resident Engineer
State Highway Dept.
North Bend, Oregon

Dear Sir:

I am sending you herewith, copy of a letter written by Mr. Smith relative to the Price Agreements I made with Mr. Gallagher in regard to the payment for the 3/4 - 0 material which he is stockpiling opposite the plant.

I do not believe I would show him this letter, but you might discuss the contents with him as far as pertains to piling this material separately from the rest of the rejections.

I will try to get down to this job the first of next week.

Very truly yours,

K. D. LYTLE
DIVISION ENGINEER

KDL:AR

cc to: R. H. Baldock
R. G. Smith

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
JUL 30 1937
FOR FILING
8-1

OREGON STATE HIGHWAY COMMISSION

SALEM

July 28th, 1937

In Reply Please
Refer to File No.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I am returning your Price Agreements Nos. 1 and 2 for additional material on the Curry County Rock Production Project, as Price Agreement #1 is not in accordance with our customary manner of handling such purchases and is very difficult to explain in our records, and Price Agrement #2 does not seem to be in accordance with our conversation with Mr. Gallagher.

During that conversation, he was given permission to use a 3/4 scalping screen instead of the 1/2 screen, and I advised him that if the material rejected from the 3/4 screen appeared satisfactory for plant patching or other purposes, that I would endeavor to secure permission to purchase a reasonable amount of this material at the rejection price of twenty-five cents per cubic yard if stockpiled according to our general specifications for plant rejections.

I do not see that this is any way violating our contract pertaining to the disposition of undersize materials, as the production of this particular material was not contemplated under the specifications. The 1/2" - 0 rejection was anticipated to be little better than sand and of no particular value.

It is my recommendation, therefore, that you purchase two or three thousand yards of the 3/4 - 0 material at 25 cents per cubic yard if it has been piled so as to be segregated from the other material and if it can be loaded without being mixed with the 1/2 - 0 material so as to render it valuless. If the material is not segregated and cannot be measured, of course, our agreement is void.

I would be willing to approve the additional ½ - ¼ material in stockpiles in order to balance Mr. Gallagher's output, but I see no obligation to purchase the ¼ - 0 screen rejections and request, therefore, that that item be eliminated from consideration.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUL 26 1937
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

RECEIVED
JUL 26 1937
STATE HIGHWAY COMMISSION

July 24th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith Price Agreements Nos. 1 and 2 for the Curry County Rock Production Project on the Oregon Coast Highway.

These agreements have been signed by J. H. Gallagher and the Division Engineer and are submitted for your consideration.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond [illegible]
Office Engineer

cc. R. H. Baldock

RW:AP

Salem, [illegible]

[illegible]

Dear Sir:

I had a talk today with Mr. Gallagher, who has the contract [illegible] of maintenance materials on the Coast Highway in Curry County.

Our contract, [illegible] that all materials [illegible] be rejected before the gravel passes into the crusher [illegible] until the first of this last week when it became apparent [illegible] would not come out evenly at the [illegible]. The contractor was producing too much [illegible] and was deficient in the [illegible]. Mr. Gallagher [illegible] the idea that it would help his production [illegible] screen instead of [illegible] this plan and found that [illegible]

However, [illegible] material [illegible] the contract [illegible] this material, paying therefor [illegible] yards of [illegible].

In addition to the payment for the two [illegible] types of materials, [illegible] payment for the materials [illegible] installation of the [illegible] superior to the other [illegible] material [illegible] that it will be suitable for [illegible] the filling of [illegible] places in the road which [illegible] has considerable merit. He estimated that there would be approximately [illegible] cubic yards of this [illegible] which 11 per cent would be [illegible].

The contractor [illegible] per yard for this material but I would not agree to that [illegible] possession of all of the [illegible] screened out on the [illegible]. On the basis of 11% being [illegible] I did agree to recommend [illegible] we pay the regular price of [illegible] per cubic yard for the amount of [illegible] contained in the [illegible] pile. This would amount to [illegible] cubic yards. There would be no way to measure this material and we would simply have to agree that there was that amount of material in the pile. We could not even measure the [illegible] material as it has been piled on the side of the other [illegible] pile, [illegible] would tend to prove that the above quantities are about correct.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 20th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

I had a talk today with Mr. Gallagher, who has the contract for the furnishing of maintenance materials on the Coast Highway in Curry County.

Our contract, as it pertains to the Pistol River set up, provides that all materials passing through a ½ inch screen be rejected before the gravel passes into the crusher. This screening has been followed up until the first of this last week when it became apparent that the sizes as specified would not come out evenly at the end of the job. The contractor was producing too much ½"-¼" and was deficient in the 3/4"-½" grade. Mr. Gallagher evolved the idea that it would help his production of the latter sized material if he used a 3/4 inch scalping screen instead of a half-inch as called for by the contract. He tried this plan and found that it really worked.

However, even with this change he will have an excess of 800 cubic yards of ½"-¼" material and 2000 cubic yards of ¼"-0" above the quantities stipulated in the contract for the Pistol River set up and he has requested us to purchase this material, paying therefor $0.97 for the ½"-¼" and $0.25 for the 2000 cubic yards of ¼"-0".

In addition to the payment for the two above mentioned sizes of materials, he wanted payment for the materials he will screen out (3/4"-0") subsequent to the installation of the 3/4" scalping screen. He argues that this material will be superior to the other waste by reason of the addition of this 3/4"-½" material in that it will be suitable for paving plant patching and the filling of sunken places in the road which arguement has considerable merit. We estimated that there would be approximately 3400 cubic yards of this material, of which 11 per cent would be 3/4"-½".

The contractor wanted us to pay $0.25 per yard for this material but I would not agree to that as our contract stated we would retain possession of all of the ½"-0" screened out on the scalping screen. On the basis of 11% being 3/4"-½" I did agree to recommend that we pay the regular price of $1.00 per cubic yard for the amount of 3/4"-½" which was contained in the 3/4"-0" pile. This would amount to 374 cubic yards. There would be no way to measure this material and we would simply have to agree that there was that amount of material in the pile. We could not even measure the 3/4"-0" material as it has been piled on the side of the other waste pile, but our screen analysis would tend to prove that the above quantities are about correct.

10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY [illegible]
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 2[illegible] 1937
FOR FILE

RECEIVED
JUL 21 1937
OREGON
STATE [illegible]

E. C. Smith

If you will sanction this settlement, I will write up a price agreement covering it.

The cost of this to us will be as follows:

3/4"-½" Materials	374 Cu. Yd. at $1.00	$374.00
½"-¼" "	800 Cu. Yd. at $0.96	768.00
¼"-0" Rejections	2000 C.Y. at $0.25	500.00
Hauling ½"-¼"	400 Yd. Mi. at $0.10	40.00
		$1682.00

The price of the materials is cheap and as we can probably use them within a reasonable period of time, I would recommend that you approve this settlement.

The approval of the purchase will necessarily increase the cost of the job by the above amount.

Very truly yours,

K.D.L.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. V. H. Coffey

KDL:AF

RECEIVED
MAR 9 1937
FOR FILING

8-1202

March 6, 1937

Corvallis Sand & Gravel Company
Corvallis, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 1950, awarded to you on February 18, 1937, for the Curry County Rock Production Project on the Oregon Coast Highway in Curry County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

cc

RECEIVED
FEB 12 1937
FOR FILING
Coast
Projects
Rock Production

January 15, 1937

Mr. N. G. Smith
Construction Engineer
Building

Dear Sir:

The State Highway Commission on January 7 authorized the Curry County Rock Production project in two sections, Port Orford to Euchre Creek and Cape Sebastian to Whaleshead Creek, involving the production of 17,400 cubic yards of materials at an estimated cost of $32,180. It is my understanding that this is to be paid out of the $175,000 budget for 1937 special maintenance.

Very truly yours,

MBG:AM

Secretary

cc - Mr. Baldock

FORM 6-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 14 1937

FOR FILING
Coast
Projects
Rock Production

JAN 14 1937

Jan. 13th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. M. BISHOP

Dear Sir:

I am this date, sending in to H. G. Smith the special provisions for the Curry County Rock Production Project.

It is suggested that you look these over and see if there is anything that does not meet with your approval. I find that I do not have sufficient copies to send you one but in the future on jobs of this sort we will have an additional copy made so that one can be furnished you.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 2-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 14 1937
FOR FILING
Coast
Projects
Rock Production

JAN 14 1937
STATE HIGH[illegible] COMMISSION

Jan. 13th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith in duplicate, the special provisions on the Curry County Rock Production Project.

We have been unable to determine the ownership of all of the stockpiles but I have an engineer working on this and we should be able to inform you definitely within a short time regarding this matter.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 2-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 7 1937
FOR FILING
8-1202

January 5th, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Lytle is requesting authority for the Curry County Rock Production Project in two sections, Port Orford to Euchre Creek and Cape Sebastian to Whaleshead Creek. This includes 17,400 cubic yards at an estimated cost of $32,180.

Will you kindly place this on the agenda for approval by the Commission at the January 7th meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

FORM S-A-1 5M 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 6 1937

FOR FILING
Coast
Projects
Rock Production

January 5th, 1937

Mr. H. B. Glaisyer
Secretary
Office

NOTED
State Highway Engineer

Dear Sir:

Mr. Lytle is requesting authority for the Curry County Rock Production Project in two sections, Port Orford to Euchre Creek and Cape Sebastian to Whaleshead Creek. This includes 17,400 cubic yards at an estimated cost of $32,180.

Will you kindly place this on the agenda for approval by the Commission at the January 7th meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. G. Smith
Construction Engineer

EGS:AR

cc to: R. H. Baldock ✓

FORM B-84 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 6 1937
FOR FILING
Const
Projects
Rock Production

Jan. 4th, 1937

RECEIVED
JAN 5 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. N. BISHOP

Dear Sir:

I am sending you herewith Estimate Of Cost for the Curry County Rock Production Project, which is in two sections, Port Orford to Euchre Creek and Cape Sebastian to Whaleshead Creek.

It is requested that you secure permission to contract this job at an early date. I will submit specifications tomorrow.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

KDL:AF

CONTRACT# 1951, 1952, 1993

78-F North Roseburg Sec. 1937

1951, 1952, 1993 Folder # 2

[illegible]

COMMISSIONERS
[illegible]NRY F. CABELL, CHAIRMAN, PORTLAND
[illegible]. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 2[illegible] 1937
FOR FILING
78-7

November 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Dear Sir:

You will recall that Senator Eddy, City Attorney of Roseburg, called to the attention of the Commission a complaint which the City had with respect to drainage facilities involved in the highway construction and street improvement through Roseburg. This subject was investigated by Mr. Lytle and a report made, and according to the report it was Mr. Lytle's view that the drainage system now established by the Highway Department in connection with that project is adequate.

I passed on to Senator Eddy a copy of that report and he now writes on behalf of the City that the City will for the time being accept the judgment and ruling of the Highway Department but will hold the Highway Department liable for any damages which may occur.

For your information I am inclosing a copy of Senator Eddy's letter.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

cc H. G. Smith
K. D. Lytle

NOTED
State Highway Engineer

COPY

CITY OF ROSEBURG

OREGON

Roseburg, Oregon
November 18, 1937.

Mr. J. M. Devers,
Attorney for State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

Your letter of November 8, was duly received and has been considered by the Council. We do not feel satisfied with the situation, but if the Commission desires to let matters stand as they are, relying upon the views of the Division Engineer, I do not know what we could do about the matter at this time, except to call attention to my former letter in which I informed the commission that if damage results from the drainage plan adopted on the North Roseburg project, the City will expect the Highway Commission to protect it against the claims of property owners claiming damage.

I might say incidentally we have had a pretty good rain lately and I have not learned of any damage, although the situation might be different later since the soil has become more or less saturated. When the recent rains began the soil was very thirsty, and naturally the run-off was less in proportion to the rainfall than it probably will be as the winter advances.

Yours very truly,

(Signed) B. L. Eddy
CITY ATTORNEY

BLE:IG

SIONERS
P. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. Baldock

78-7

November 8, 1937

NOTED
State Highway Engineer

Mr. B. L. Eddy,
City Attorney,
Roseburg, Oregon.

Dear Sir:

Your letter dated October twelfth addressed to the State Highway Commission, in which you set forth the complaints made by certain property owners to the effect that it is feared by the property owners that the drainage facilities and methods adopted by the Highway Commission in connection with highway improvement at the north city limits of Roseburg will damage their properties, has just been handed to me for reply.

Along with your letter I have been given a report made by Mr. K. D. Lytle, Division Engineer, who was instructed by Mr. Baldock to examine the situation and report with respect to matters discussed in your letter. Mr. Lytle's report to Mr. Baldock reads as follows:

> "Reference is made to your letter of October 16th, addressed to Mr. B. L. Eddy, City Attorney at Roseburg, relative to the drainage on the North Roseburg Project.
>
> "As there are no storm sewers on the north end of this project we planned to keep the drainage in the natural waterways. However, we have changed the direction of flow on 150 feet from north to south as the apex of our new vertical curve is now at station 1628+50 whereas the apex of the vertical on the old line was at station 1627+00. This change will not greatly effect the drainage areas as the verticals are in a gap between two hills.
>
> "Of course we have collected the water but I do not believe the aggregate amount will be increased. The collection by the culverts, might effect the property opposite station 1621+00 because the water at this point used to divide and part flowed to the east and part flowed down Prospect Street to Beacon where it then ran down that street to the east. However, the total amount of water flowing through this pipe should be smaller than previously flowed down Prospect Street as part of it is diverted through the pipe at station 1623+65, whereas the ruts and ditch on Prospect Street used to carry most of it down to Beacon Street before it flowed into the main water course. If the city or property owner

R. H. BALDOCK
STATE HIGHWAY ENGINEER

wanted this water down Prospect and turned into Beacon we could do it with a little work but from the standpoint of the property owner it would seem preferable to divert the water in back of his house as we have done.

"I am of the opinion that we have not damaged anyone and if the city had improved Prospect Street the resultant drainage would have followed our plan."

After reading the report as made by Mr. Lytle I wish you would write me again with respect to this matter.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
K. D. Lytle

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1951

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

RECEIVED

72-7

OREGON STATE HIGHWAY COMMISSION

SALEM

November 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer

OFFICE

Dear Sir:

Attached is a letter and a claim from the Roseburg Plumbing and Heating Company against the Anderson Construction Company.

Attached also are the office copies of letters written in connection with this matter.

Yours truly,

J M Devers
J. M. DEVERS

JMD:AVG

Enc.

REFERRED TO
J
SECRETARY

November 15, 1937

Roseburg Plumbing and
Heating Company
324 North Jackson Street
Roseburg, Oregon

Gentlemen:

I acknowledge your letter of the 13th, which was accompanied by a claim against the Anderson Construction Company for a balance in the sum of $197.22 which amount you represent is due from the company by reason of services and/or materials furnished in connection with Anderson Construction Company's contract with the State.

I have today by letter called this letter to the attention of the Anderson Construction Company, and enclose for your files a copy of my letter.

Very truly yours,

J. M. DEVERS

JMD:AVG

Enc.

151
Phone [illegible]

Roseburg, ____________ 193__

M Anderson Cpnstruction Co.

IN ACCOUNT WITH

Roseburg Plumbing and Heating Company
324 N. JACKSON STREET

SEWER TILE

CONTRACT WORK A SPECIALTY
ESTIMATES FURNISHED ON APPLICATION
REPAIR WORK GIVEN SPECIAL ATTENTION

DELL V. RAST
THE PLUMBER

All Bills Payable the First of Each Month. Interest at 8 per cent per annum charged after 60 days.

DATE	DESCRIPTION	CHARGES	CREDITS	BALANCE
1937	To Bill Rendered	447.22		
July	By cash		250.00	
	Bal Due	$197.22		

By

OFFICE PHONE 151

REPAIR WORK GIVEN
SPECIAL ATTENTION

ROSEBURG PLUMBING AND HEATING COMPANY
DELL V. RAST, PROPRIETOR
324 N. JACKSON ST.
CONTRACT WORK A SPECIALTY
SEWER TILE
ESTIMATES FURNISHED ON APPLICATION

ROSEBURG, OREGON Nov. 13-1937

Mr. A. H. Devers,
Salem, Oregon.

Dear Sir:

We are inclosing a statement of the balance due us from the Anderson Construction Co.

We are badly in need of our money and will greatly appreciate it if you will look after a settlement of this account.

Very truly yours,
Roseburg Plumbing & Htg, Co.,
By D V Rast.

November 15, 1937

Anderson Construction Company
6028 S. W. Vermont Street
Portland, Oregon

Gentlemen:

There has been filed with the State Highway Commission a claim by the Roseburg Plumbing and Heating Company in the sum of $197.22, which this company claims is a balance due from your firm in connection with your contract for highway construction.

Will you please give this matter the attention it merits, and let me know what your attitude is with respect to this claim.

Very truly yours,

J. M. DEVERS

JMD:AVG

cc - Mr. Walter F. Cline
Board of Trade Building
Portland, Oregon

Roseburg Plumbing and Heating Co.
324 N. Jackson Street
Roseburg, Oregon

FORM 5-A-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

78-7

Nov. 15th, 1937.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: R. G. SMITH

Dear Sir:

I was not able, on account of the rain, to re-oil the sidewalks on the North Roseburg project as you suggested and I would be pleased to have you advise me as to whether or not this should be done next Spring. I believe it would be well worth the money and if you will sanction a work order charged to the contract project, I will be glad to submit one.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

RECEIVED
NOV [illegible] 1937
FOR FILING
98-7

COPY FOR MR. Baldock
From H. B. Glaisyer, Secretary

NOTED
State Highway Engineer

RESOLUTION

WHEREAS, the State Highway Commission recently constructed a new highway along Stephens and Prospect streets in the City of Roseburg, under the understanding that the former highway would be connected therewith in the vicinity of the point where said new highway leaves the northwesterly portion of the City; and

WHEREAS, there has been left between the old city boundary posts and the connection of the old highway with the new a vertical curve or hump, and an embankment, which are unsightly and inconvenient to traffic and detrimental to the interests of the city in that the same discourages the diversion of traffic to Winchester street for the purpose of reaching the business center of the city, which is not directly reached by said new highway;

NOW, THEREFORE, be it resolved by the common council of the City of Roseburg that the State Highway Commission be requested to remove said hump and provide a better grade for said highway connection, and also remove any embankment adjoining said connection which may be unsightly or detrimental to the free flow of traffic; and

Be it Further Resolved, that the county court of Douglas County, as having jurisdiction outside the City limits be asked to join in said request.

ACKNOWLEDGED
H. B. GLAISYER

The County Court of the State of Oregon for Douglas County sitting for the transaction of county business, hereby joins in the request of the City of Roseburg, Oregon, as embodied in the attached resolution, and the County Court asks the State Highway Commission to remedy the matter complained of by the City of Roseburg.

Dated at Roseburg, Oregon this 8 day of November, 1937.

Geo. K. Quine (signed)
COUNTY JUDGE

R. L. Stearns (signed)
COUNTY COMMISSIONER

H. B. Roadman (signed)
COUNTY COMMISSIONER

#1951

RECEIVED
NOV 15 1937
FOR FILING

78-7

November 13, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 12 enclosing three copies of a notice of claim by National Hospital Association for $216.90 against Andersen Construction Company for work on the North Roseburg Section of the Pacific Highway, State Highway Contract No. 1951.

We are making note of this claim in our records and also forwarding copies of the same to the contractors and to the surety on their bond, the U. S. Fidelity & Guaranty Company.

Very truly yours,

[redacted]
By

Secretary

[illegible]

November 18, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the office of the Secretary of State three copies of a notice of claim by National Hospital Association in the amount of $216.90 against Andersen Construction Company for work on the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Contract No. 1951.

Inasmuch as you are surety for the contractors on this job, we are sending you herewith one of these notices of claim, and another is being sent to the contractors.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

encl.

MEL

cc - Andersen Construction Company
2603 N. E. 58th Avenue, Portland

RECEIVED
NOV 13 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 12, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by National Hospital Association for $216.90 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Roseburg section of the Pacific Highway, contract No. 1951, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE
OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, National Hospital Association, an Oregon corporation, has a claim for furnishing medical, surgical and hospital care and other attention incident to sickness and injury, in the sum of $216.90 against the bond taken from Anderson Construction Company, an Oregon corporation, as principal, and United States Fidelity and Guaranty Company, as surety, on a contract awarded by the Oregon State Highway Commission, known as Contract #1951, covering .72 miles of grading on the North Roseburg section of the Pacific Highway in Douglas County, Oregon.

That the undersigned furnished medical, surgical and hospital care and other needed care and attention incident to sickness and injury to the employees of said Anderson Construction Company and to the employees of Heath and Metcalf, a subcontractor of said company, between the 1st day of March, 1937 and the 30th day of June, 1937, inclusive, pursuant to contract by the terms of which the said Anderson Construction Company agreed to pay for such services the amount above stated and said Anderson Construction Company did deduct from the wages of its employees and from the employees of Heath and Metcalf, its subcontractor, employed upon the aforesaid work for such services so rendered by the undersigned, pursuant to the terms of Sections 49-1501, 49-1502, 49-1503 and 49-1504, Oregon Code 1930, the said sum of $216.90, and retains the same and has failed to pay it over to the undersigned.

Dated at Portland, Oregon, this 11th day of November 1937.

NATIONAL HOSPITAL ASSOCIATION

By C. C. Bechtold
General Manager

Endorsed: File No. 2722
Filed Nov. 12, 1937
EARL SNELL, Secretary of State

Form [illegible]

78-5x

EGON STATE HIGHWAY COMMISSIO

RECEIVED
OV 15 1937
OREGON
STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 13, 1937

Section North Roseburg

Kind of work Paving

Highway Pacific

Section prefix 10-1017

Contractor Edlefsen-Weygandt Co.

Contract number 1993

Date of contract July 8, 1937

Date of completion Dec. 31, 1937

Date work started July 21, 1937

Estimated date of completion , 193

Amount of contract $53,179.50

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering $53,179.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3950, 7.4 %

Date project was completed Nov. 6, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Myself and two men all week on semi-final. Made out an estimate for work done up up to Nov. 15.

Chas. Collins, (chainman) returned from 2 weeks vacation Monday, and MacCafferty, (materials inspector), starts on his.

The heavy rains of this week have not damaged the road nor any property on this project. I have gone over it during the rains and all catch basins and inlets are working O.K., except for getting clogged up with leaves occasionally.

NOTED
H. N. HACKETT

H. D. SMITH

Signed A.J. Ford, Res. Eng'r.

Address Roseburg.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.91
Miles partially completed					
Miles completed					0.91
Total estimated quantities	8,200				17,300
Estimated quantities moved or placed to date	8,200				17,230
Average daily quantities					
Average daily quantities necessary to complete project on time	Job completed.				
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Showers		
Saturday	Rain		

(Signed) [illegible] Phillips

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 15 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 78-7

November 13, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding under separate cover the approved plans for the following projects:

NRM 78-F

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

For

RECEIVED
MAY 2 1940
FOR FILING

78-F

October 30, 1939

Subject: Certified Copies of Estimate Vouchers

H. B. Glaisyer,
Secretary
Office

Dear Sir:

I am herewith returning the six copies of estimate vouchers in connection with contracts of Andersen Construction Company and of the Consolidated Highway Company, which copies were made up some little time ago at the request of Mr. McFarland from the duplicate copies in our files. You requested that additional items be filled in to make them copies of the original vouchers on file in the office of the Secretary of State. This has been done and I am returning the vouchers for your use.

I wish to call your attention, however, to one fact in connection with the copy of estimate 15-Final, contract No. 1984, with the Consolidated Highway Company in the amount of $2,957.19. At the time these copies were made, our records indicated that we were holding in our safe the semi-final warrant on this contract and that the Secretary of State was holding this original voucher without the issuance of the warrant. Our records indicated that the warrant and the voucher were first held under an attachment served by the U. S. Department of Internal Revenue on this department and on the Secretary of State.

Our records clearly indicate that later, on this particular contract, the Government definitely released its attachment but at the same time an attachment was filed by the Isaacson Iron Works and under Mr. Dever's instructions the warrant on both the semi-final and final estimates was to be held by this department until the attachment has been released. This attachment has not yet been released and our instructions are still the same from Mr. Dever's office.

In securing the present copies from the Secretary of State's office, we are now informed that without notice to this Commission, the Secretary of State's office on February 15, 1939 turned over the warrant on this final voucher to the Department of Internal Revenue. I have advised Mr. Devers of these facts and he states that he will definitely take the matter up with the Secretary of State's office, as his records agree with ours in indicating that the warrant should be recovered from the Government and held for this department under the attachment of the Isaacson Iron Works. I have not yet received his report as to his conference with the Secretary of State's office.

Very truly yours,

Carl F. Smith

CFS:EB
Att.

Other correspondence filed
Cons.
Contractor
Consolidated Hwy. Co.

SHEPPARD & PHILLIPS
Portland, Ore.

June 8th, 1939.

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: United States Fidelity & Guaranty Company vs.
Oregon State Highway Commission, et al -
Civil case #70

Prior to the pretrial of this case in the Federal Court, it will be necessary for us to have certified copies of the following contracts:

Andersen Construction Company with the Oregon State Highway Commission;
Warm Springs contract number 1989;
Roseburg contract number 1951

We will also have to have copies of the contracts between the Consolidated Highway Company, and the Oregon State Highway Commission; Pendleton-Umatilla contract number 1958; Jordan Valley contract number 1984; Wallowa contract number 1929.

Along with these contracts it will be necessary for us to have a certified copy of the assignments of the Andersen Construction Company to the United States Fidelity and Guaranty Company, contract number 1951 of the Roseburg job, as well as the assignments from the Consolidated Highway Company to the United States Fidelity and Guaranty Company on Pendleton-Umatilla number 1958; Toledo number 1851 and the Wallowa contract number 1929.

We must also have a final estimate on all four of the Consolidated contracts as well as the finals on the two Andersen jobs.

I do not know the easiest way to obtain these but certified copies, I believe, would be sufficient. If you will have certified copies made up and forwarded to me, advising me as to the expense, I would be glad to handle it this way, or if you would rather be subpoenaed with the originals, of course I would comply with your desires in the matter. Then again, Mr. Devers is representing the Oregon State Highway Commission in this case, and it might be that he would bring them down with him at the time of pretrial. I am writing him a letter today in answer to one of his, inquiring about this case, so you might take it up with him and decide which will be the easier method to pursue.

Kindly give me your earliest advices or forward me the certified copies and oblige

Yours very truly,

SHEPPARD & PHILLIPS
By (signed) W. K. Phillips

WKP:rs
cc J. M. Devers

EIVED
MAY 2 1940
FOR FILING

NRM 78-F

STATE OF OREGON)
(ss
County of Marion)

I, H. B. Glaisyer, the duly appointed, qualified, and acting Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of final estimate voucher No. 6, in connection with the construction of the North Roseburg Section of the Pacific Highway in Douglas County by the Andersen Construction Company, Inc., being State Highway Contract No. 1951, has been compared by me with the original estimate voucher, and that the same is a true and correct copy of said final estimate voucher No. 6 and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of June, 1939.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Salem, Oregon Sept. 5, 1937

STATE OF OREGON,

To Andersen Construction Co., Dr.

County Douglas
Highway Pacific
Section North Roseburg

Postoffice address Warm Springs, Oregon
Work done to July 3, 1937 Contract No. 1951
Prefix No. 10-1015 Estimate No. 6 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
Clearing and Grubbing	all	1,000.00	100%	1,000.00	1,000.00	-
Trench Excavation	c.y.	1.30	917.2	1,192.36	1,204.45	-12.09
Excavation, single class.	c.y.	.40	40,505.2	16,202.08	16,199.72	2.36
Overhaul	yd.sta.	.01	55,310	553.10	571.90	-18.80
Truck Haul	yd.mi.	.12	4,652.2	558.26	558.26	-
Finishing roadbed & Slopes	mile	300.00	.67	201.00	201.00	-
Rounding cutbanks	l.f.	.10	2,225	222.50	222.50	-
6" Perf. concrete pipe	l.f.	.65	363	235.95	235.95	-
6" Cast iron pipe	l.f.	2.00	84	168.00	168.00	-
6" Sewer Pipe	l.f.	.55	825	453.75	453.75	-
Special section 6" pipe	each	5.00	6	30.00	30.00	-
8" Porous drain tile	l.f.	.53	540	286.20	286.20	-
12" Concrete Pipe	l.f.	1.10	126	138.60	138.60	-
18" " "	l.f.	2.10	276	579.60	579.60	-
Salvaging sewer pipe	l.f.	1.00	79	79.00	79.00	-
Rock backfill in drains	c.y.	2.00	116	232.00	232.00	-
Concrete manholes	each	80.00	3	240.00	240.00	-
4" Sewer pipe, P.A. #1	l.f.	.45	629	283.05	283.05	-
Special section 4" pipe, PA#2	each	2.00	5	10.00	10.00	-
Force account				109.51	109.51	
Totals				22,774.96	22,803.49	28.53
~~15%~~ 0% Retained				-	684.10	684.10
Total Payments				22,774.96	22,119.39	655.57

Audited and approved by
Period covered To July 3, 1937
Items Cont. 1951 - Est. 6 Final

Computed by Geo. W. Alling ~~O. Mahany~~ Checked by G. M. Yeager

To be paid contractors, this estimate, $ 655.57

Engineer A. J. Ford

Previous Voucher No. 12157

S. H. Probert (signed)

no assignments recorded

137

130073

Form 22—5M—3-38

Office No. 15804

Claim No. duplicate
1951-6 Final

STATE HIGHWAY FUND

ANDERSON CONSTRUCTION COMPANY
WARM SPRINGS, OREGON

$ 655.57

STATE HIGHWAY COMMISSION

For payment of all accounts incurred by the State Highway Commission by authority of section 44-601, Oregon Code 1930.

Correct Carl F. Smith
Auditor

Salem, Oregon, Oct. 4, 1937
The within claim has been authorized in the above amount.

R. H. Baldock
As State Highway Engineer

The within claim is approved and allowed in the above amount.

State Highway Commission
Henry F. Cabell
As Chairman
E. B. Aldrich
As Commissioner
As Commissioner

Audited and Allowed

Secretary of State

COPY

BUDGET CLASSIFICATION

Month	Budget Classification	Am
Oct 1937	Contract Payments	$ 655
		$
		$
		$
Not under monthly budget		$
TOTAL OF CLAIM		$

STATE PRINTING DEPT.

STATE OF OREGON,
County of Jefferson } *ss.*

I, Carl LoConto (Name), *being first duly sworn, depose and say upon oath, that I am* Vice President of Andersen Construction Co. (A member of the firm or corporation—otherwise leave blank) *; that I have knowledge of the above-described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me on this date from the State of Oregon, according to contract, the sum of* Six Hundred Fifty Five and 57/100 *Dollars* ($ 655.57) *and that the same, or any part thereof, has not been paid.*

NOTE—This affidavit must be executed by a member of the firm or corporation who has full knowledge of the within account.

Carl Lo Conto
(Name)

Subscribed and sworn to before me this 1st *day of* October *, A. D. 193*7.

[NOTARIAL SEAL]

Forrest Cooper
Notary Public for Oregon

My commission expires Nov. 29, 1940.

Warrant No. R .... *issued in payment of the within claim.*

(SEAL)

Form 127—1M—9-35

TO THE STATE HIGHWAY COMMISSION:

I, Carl Lo Conto,

of the Anderson Construction Company, hereby accept the sum

of Six Hundred Fifty Five and 57/100 Dollars ($ 655.57)

as final payment for all work performed and material furnished, and acknowledge this amount, together with prior partial payments, to be payment in full for all claims against the STATE OF OREGON and the OREGON STATE HIGHWAY COMMISSION, and County of Douglas,

under contract No. 1951, dated February 18, 1937,

for Grading of 0.72 miles on North Roseburg Sec. of the Pacific Highway in Douglas County.

I also certify that all claims for labor, materials, provisions and supplies furnished in connection with the above mentioned contract have been fully paid.

Anderson Construction Company
CONTRACTOR

By Carl Lo Conto

Title Vice President

(Andersen Construction)
(Company)
(CORPORATE)
SEAL
Oregon)

Subscribed and sworn to before me this 24th day of September, A. D. 1937

Truman Hofstetter
NOTARY PUBLIC

My commission expires 3-19-40

(Seal)

COPY

ECEIVED
1939

NRM 78-F

STATE OF OREGON)
ss
COUNTY OF MARION)

I, H. B. Glaisyer, the duly appointed qualified and acting Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of final estimate voucher No. 6, in connection with the construction of the ~~Andersen Construction Company Contract No. 1951,~~ North Roseburg Section of the Pacific Highway in Douglas County, by the Anderson Construction Co, Inc., being State Highway Contract No. 1951, has been compared by me with the original final estimate voucher, and that the same is a true and correct copy of said final estimate voucher No. 6 and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of June, 1939.

Secretary.

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 6 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGH

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRM 78-F
North Roseburg section
Pacific Highway

October 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Appr 32231

Section F, Oregon U. S. Public
Works Highway Project No. NRM 78.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 27, 1937, by the Oregon State Highway Commission, and on October 26, 1937, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section F of Oregon U. S. Public Works Highway Project No. NRM 78; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the estimate approved for said Section F to provide that the Federal funds approved and set aside to the credit of said Section F be increased from $65,000.00 to $65,871.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the estimate approved for said Section F be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-five thousand, eight hundred seventy-one and no/100 dollars ($65,871.00) as the share of the United States payable under said act on account of said Section F, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said Section F shall not in any event exceed the sum of sixty-five thousand, eight hundred seventy-one and no/100 dollars ($65,871.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-five thousand, ten and no/100 dollars ($75,010.00), the approved total estimated cost of said Section F."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 29th day of August, 1938, and the Secretary of Agriculture on the ______ day of SEP 21 '38, 1938.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

Section F, Oregon U. S. Public Works
Highway Project No. NRM 78.

- 5 -

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRM 78,F State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 75,010.00 in lieu of the $65,000.00 approved by Cert. of Oct. 26, 1937 as the total estimated cost of said project, and the sum of $ 65,871.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 21 '38 one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

RECEIVED
SEP 2 1938
FOR FILING

78-F

August 30, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending under separate cover three copies of an agreement between the State Highway Commission and the Southern Pacific Company, covering changes in the railway facilities in connection with construction of the North Roseburg Section, Project No. NRM 78-F.

We are, likewise, sending three copies of the correspondence between this department and representatives of the California-Oregon Power Company, covering the removing and replacing of certain water pipe lines required on account of construction of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
AUG 12 1938

August 11, 1938

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
Highway Engineer
Olympia, Washington

Dear Sir:

Our field auditor has advised that the formal agreement between your department and the Southern Pacific Company covering work done in connection with Oregon USPW project NRM 78-F, the North Roseburg section of the Pacific Highway, has been prepared but that it was not signed at the time of the audit. Will you please forward three copies of the executed agreement as soon as possible, since we will be unable to complete our audit without them?

It will also be necessary to have three copies of the correspondence between your attorney and the attorneys for the California-Oregon Power Company in connection with changes in the company's water pipes.

Yours very truly,

W. H. LYNCH
District Engineer

By: L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY CONSTRUCTION

(Stencil #28)

78-7

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon NRM 78-F
North Roseburg section
Pacific Highway

August 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications~~

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Iron

RECEIVED
JUL 6 1938
FOR FILING

78-7

#1951

July 6, 1938

Hon. Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of July 5, enclosing three copies of a notice of claim by in the sum of $42.62 against Andersen Construction Company for materials furnished in connection with the work of grading the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Contract No. 1951.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractors and their surety, U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 6, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o Mc Collister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have today received from the office of the Secretary of State three copies of a notice of claim in the amount of $42.62 against Andersen Construction Company for materials furnished in connection with the work of grading the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Contract No. 1951.

Inasmuch as you are the surety named by the contractor on this job, we are enclosing for your information and attention one of the copies of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

cc - Andersen Construction Company

Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

July 5, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim for $42.62 against the bond taken from Andersen Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Pacific Highway in Roseburg, contract No. 1951, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:Fm
encs. 3

COPY

WESTERN AUTO SUPPLY COMPANY
Roseburg, Oregon
July 2nd, 1938

To the State of Oregon:

Notice hereby is given that the undersigned, Western Auto Supply Co, Local Roseburg Branch, of 117 So Stephens Roseburg Oregon, has a claim for materials furnished itimised on attached form, in the sum of $42.62, forty two dollars and sixty two cents, against the bond taken from, Andersen Construction Company, of 2603 N. E. 36th ave Portland, Oregon, and their surety, United States Fidelity & Guaranty Company, McCollister & Campbell, 300 Central Blug Seattle Washington, Agents. For the work of construction on the north Pacific highway, in the city of Roseburg, Douglas county, Oregon, under state Highway contract #1951.

Western Auto Supply Company
117 So Stephens Roseburg Oregon

G. M. KRELL
Branch manager

* * * * * * * * * * *

Statement
WESTERN AUTO SUPPLY COMPANY
117 So. Stephens St.,
Roseburg, Oregon

		325-2-249
Andersen Construction Co.		
3-12-37		
1 G42030 B. H. Fitting	$ 2.20	
200 All 84 Fitting	19.20	
26 A. 1186 Fitting	3.01	
1 Adapter # H-168	.39	
36 Fittings 1/8 x 1 Connectors	1.44	
36 Fittings 1/8 x 1 Nipples	1.80	
2 Leather cups	.06	
	$28.10	
1 Telephone Call	1.40	
	$29.50	
		325-20278
3-16-37		
30 ft. Armored Cable	$ .90	
12 Terminals	.25	
	$ 1.15	
		325020296
3-18-37		
1 90 Fan Belt	$ .53	
3 S & M Oval Lenses	1.92	
	$ 2.45	
		325-20300
9-18-37		
6 #1134 Mazda Bulbs	$ 1.92	
Credit		
1 #90 Fan Belt	.52	
	$ 1.40	
		325-20308
3-19-38		
1 Fan Belt (Dayton)	$ 1.95	
Telegram	.32	
	$ 2.27	
		325-20309
3-19-37		
Express & Telegram charges on lenses for oval lites	$ .92	

Statement
WESTERN AUTO SUPPLY COMPANY
117 So. Stephens St.,
Roseburg, Oregon

325-20339

Andersen Construction Co.
Roseburg, Oregon

3-22-37		
6 Insulators	$ .30	
		325-20355
3-23-37		
1 14" Pipe Wrench	$ .85	
1 Pump Washer	.05	
	$ .90	
		325-20408
3-31-38		
2 Fittings	$ .11	
		325-20421
4-1-37		
2 fittings	$ .11	
Credit		
		325-20503
4-12-37		
4 Alemite B. H. Fitting	$ .64	
		325-20625
4026-37		
4 #8 Imperial Plugs	$ 2.20	
1 Pipe Plug	.10	
	$ 2.30	
		325-20618
4-26-37		
1 Pump Washer	$ .06	
6 Comp. Hose Washers	.12	
	$ .18	
		325-20639
4-27-37		
1 L387 Gas Filter	$ .49	
		325-20854
5-18-37		
2-Hose Clamps	$ .12	

Endorsed: File No. 2806
Filed July 5, 1938
EARL SNELL
Secretary of State

RECEIVED
JUN 22 1938
FOR FILING

78-7

June 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the North Roseburg Section, Project No. NRM 78-F. It is our request that the amount of NRM funds be increased from $65,000.00 to $65,971.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Project No. NRM 78-F

NORTH ROSEBURG SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 17, 1938

Roadwork (Sta. 1589+57.7 to 1624+95)

All Required		Clearing and Grubbing		$ 930.00
780	cu. yds.	Trench Excavation	$ 1.30	1,014.00
45,000	cu. yds.	Excavation, Single Classification	.40	18,000.00
60,000	yds. sta.	Overhaul	.01	600.00
5,000	yds. mi.	Truck Haul	.12	600.00
0.62	mile	Finishing Roadbed and Slopes	300.00	186.00
2,300	lin. ft.	Rounding Cutbanks	.10	230.00
330	lin. ft.	6" Perforated Concrete Pipe	.65	214.50
60	lin. ft.	6" Cast Iron Pipe	2.00	120.00
720	lin. ft.	6" Sewer Pipe	.55	396.00
6	only	Special Section of 6" Pipe	5.00	30.00
230	lin. ft.	8" Porous Drain Tile	.53	121.90
200	lin. ft.	12" Concrete Pipe	1.10	220.00
160	lin. ft.	18" Concrete Pipe	2.10	336.00
300	lin. ft.	Salvaging Sewer Pipe	1.00	300.00
110	cu. yds.	Gravel or Rock Backfill in Drains	2.00	220.00
2	only	Concrete Manholes	80.00	160.00
				$ 23,678.40

Retaining Wall and Fence

80	cu. yds.	Excavation for Retaining Wall	$ 1.00	$ 80.00
270	cu. yds.	Class "D" Concrete in Retaining Wall	17.00	4,590.00
21,000	lbs.	Metal Reinforcement	.045	945.00
250	lin. ft.	Triangle Mesh Fence (8')	1.00	250.00
80	lin. ft.	Triangle Mesh Fence (5')	.85	68.00
				$ 5,933.00

Work to be Performed by Southern Pacific Railway Company

All Required	Rearrange Tracks and Other Facilities	$ 2,900.00

Work to be Performed by California Power Company

All Required	Move and Reestablish Water System		$ 780.00
		Subtotal	$ 33,291
		10% Engr. & Cont.	3,329
		Total	$ 36,620

DEER CREEK BRIDGE

680	cu. yds.	Excavation	$ 3.00	$ 2,040.00
50	cu. yds.	Excavation Below Planes	4.00	200.00
1,000	cu. yds.	Class "D" Concrete	19.00	19,000.00
230,000	lbs.	Metal Reinforcement	.045	10,350.00
520	lin. ft.	Concrete Handrail	4.75	2,470.00
All Required		Electric Wiring and Fixtures		840.00
		Subtotal		$ 34,900
		10% Engr. & Cont.		3,490
		Total		$ 38,390

Length of Roadwork	0.622 mile
" " 1 Bridge	0.047 "
Total Length	0.669 "
Cost per mile, Roadwork	$ 58,874

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	[illegible] Funds	State Funds
Roadwork	$ 36,630	$ 32,212	$ 4,418
Bridge	38,390	33,759	4,631
	$ 75,020	$ 65,971	$ 9,049

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

RECEIVED
JUN 18 1938
FOR FILING

78-7

#1951

June 17, 1938

WESTERN AUTO SUPPLY COMPANY
Roseburg
Oregon

Gentlemen:

This acknowledges your letter of June 15, advising of your claim in the amount of $42.62 against Andersen Construction Company in connection with their work on the North Roseburg Section of the Pacific Highway, in Douglas County, under State Highway Contract No. 1951.

We are today notifying Andersen Construction Company and their surety, United States Fidelity & Guaranty Company, of your claim, and you should do the same. The contractors' address is 2603 N.E. 36th Avenue, Portland, and that of the surety is c/O McCollister & Campbell, 300 Central Building, Seattle, Washington, the general agents of the company.

In order further to protect your claim, in case you do not gain satisfaction through the surety, you should file notice with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Replying to your question as to whether or not Andersen Construction Company is at present engaged in any state work, we have no knowledge that they have any such work under way at this time.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

June 17, [illegible]

UNITED STATES FIDELITY & GUARANTY COMPANY
McCOLLISTER & CAMPBELL, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have today received notice from Western Auto Supply Company, Roseburg, Oregon, that they have a claim for $42.62 against Anderson Construction Company in connection with the work of grading the North Roseburg Section of the Pacific Highway, in Douglas County, under State Highway Contract No. 1951.

Inasmuch as you are the agents for the surety company named by these contractors, will you kindly give this matter your attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Anderson Construction Co.

Walter F. Cline

"HEADQUARTERS FOR AUTO SUPPLIES"

WESTERN AUTO SUPPLY COMPANY

MORE THAN 170 STORES IN THE WEST

TIRES -- BATTERIES -- CAMP GOODS
FISHING TACKLE

ACCESSORIES -- PAINTS -- TENNIS
GOLF -- RADIO

RECEIVED
JUN 16 1938
STATE HIGHWAY COMMISSION

Roseburg, Oregon
June 15, 1938

Sec'y of the Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are writing to you with regard to the Anderson Construction Company, F. C. Anderson, the owner who did the highway work through Roseburg last spring. This concern left Roseburg owing us $42.62.

Would you please advise us if it would be possible for you to assist us in collecting this bill? We have been advised that they were required to furnish bond, and if this bond is still held by your office, would it be possible for us to list a claim against this bond?

Any information you might have as to the whereabouts of this organization or F. C. Anderson, also, whether or not they are at the present time doing any state work, such information would be appreciated by us.

Thanking you for your trouble in this matter, we are,

Yours very truly,

WESTERN AUTO SUPPLY COMPANY

G. M. Krell

GMK:HCM

G. M. Krell

By H. Mc

Branch Manager

RECEIVED
FEB 26 1938
FOR FILING

78-7

#1413

February 25, 1938

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1993 for the construction of the North Roseburg Section of the Pacific Highway in Douglas County, has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $55,578.61, including the final payment. Of this amount $211.38 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 23 1938
FOR FILING
7K-2

OREGON STATE HIGHWAY COMMISSION

February 14, 1938

Mr. A. R. Kronke
1034 Winchester Street
Roseburg, Oregon

Dear Sir:

Herewith is a copy of a communication from our attorney relating to your letter of February 1 in regard to your claim against the Anderson Construction Company for damages to your property.

Very truly yours,

State Highway Engineer

RHB:HI

MISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

February 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Dear Sir:

I attach the letter you sent me written by A. R. Kronke of Roseburg relative to a claim against the Anderson Construction Company for damage to property, which claim he says the United States Fidelity & Guaranty Company has declined to pay on the theory that it is not a claim for which the insurance company is liable.

Some time ago there was before the Supreme Court a case in which a bank that had loaned money to a contractor to finance his job sought to recover from the bonding company, and the Supreme Court held that the statutory bond covered only labor and material claims and the Court denied the bank the right to recover.

I have been hoping for an opportunity to bring this question before the Supreme Court again. The Highway Commission was not represented in the case wherein the Court made the decision to which I have referred and I have always felt that the Court gave too narrow a construction to the statute and did not take into consideration another statute which pertains principally to the Highway Commission.

With respect to the claim made by Mr. Kronke, he still may urge his claim against the contractor, and I think could, if he were to get a judgment, attach money in the hands of the Commission due the contractors by virtue of work performed. He might also notify the Commission officially of his claim and then the Commission would be in a position to withhold the funds until the claim had been disposed of.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW

Roseburg, Oregon,
Feb. 1, 1938.

State Highway Department,
Salem, Oregon.

Gentlemen:

I have received a letter from the United States Fidelity and Guaranty Company advising that the bond of the Anderson Construction Company does not cover damage to our house caused by blasting.

It seems odd to me that an irresponsible company would be allowed to damage peoples property and even endanger lives without any one to look to for payment. Since putting in a very small claim for actual cash paid out to patch the noticable places in the house roof and since the winter rains have set in we have suffered considerable more damage particularly in our garage roof which was damaged so bad it will be necessary to completely re-roof it and in which we had tools and materials stored which were damaged or lost before we noticed the leakage.

If we do not hear from our claim we are certainly going to make an effort to find out why and who is responsible.

Yours truly,

A. R. Kronke

A. R. Kronke,
1034 Wichester Street,
Roseburg, Oregon.

REFERRED TO
Mr Baldock
(SECRETARY)

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 20th, 1933

IN REPLY PLEASE
REFER TO FILE NO.

187

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith letter from Mr. K. D. Lytle, concerning the bill of the California-Oregon Power Company for moving water mains within the City of Roseburg.

Mr. Lytle advises that U-1250, U-1258 and U-1277 represents the cost of reconstructing the power company's electrical system within the city and is not a part of the cost that was to be billed to the Highway Department. On the balance of the bill, he states that part was inside the city and part outside, and requests that the bill be resubmitted in sufficient detail that he can determine its accuracy.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

FORM 0-2-4 10M 9-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. VON VELLE, JACKSONVILLE

J. W. McCALLISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 27, 1938

IN REPLY PLEASE REFER TO FILE NO.
1938
STATE HIGHWAY

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

We are returning to your office today by express the final construction records on the North Roseburg Project, Contract No. 1993, as per the attached letter from A. J. Ford, Resident Engineer.

Yours very truly,
H. D. IRVIN
Division Engineer

By
R. D. Sipprell
Office Engineer

HDS:MDG
cc--R. H. Baldock
J. W. McCallister

FORM 3-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January
27th
1938

IN REPLY PLEASE
REFER TO FILE NO.

18-7

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

This will acknowledge your letter of January 20 requesting information concerning the removal of a certain hump in the old Pacific highway near its junction with the new Pacific highway at the north city limits of Roseburg.

This was a construction project altho the work was to be performed by state forces. The original order called for a $500 expenditure and Mr. Lytle has since obtained a second authorization of $150. The order, however, did not call for the removal of the so-called "hump" but only for widening the inside of the curve to grade. The so-called "hump" is a concrete pavement on a rather sharp vertical curve.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By J. N. Bishop

J. N. Bishop
Maintenance Engineer

NOTED

JNB/er

cc R. H. Baldock

REFERRED TO
Mr Baldock
BY SECRETARY

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 25, 1938

IN REPLY PLEASE
REFER TO FILE NO.

7C-7

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Reference is made to your letter of Dec. 23rd, relative to the bill submitted by the California-Oregon Power Company for the work and materials used in changing their facilities in connection with the construction of the North Roseburg Section.

No consideration should be given to the payment of the following bills:

U-1250 - - $991.21, U-1258 - - $971.70, U-1277 - - -$678.06.

In accordance with Mr. Rice's letter of Dec. 17th, which contains the description of the work done under these various bills, the sums represented thereby cover the cost of re-constructing the power company's electrical system.

Section 5 of the ordinance under which this company operates, provides: "In the improvement of any street, alley, avenue, boulevard or public thoroughfare, if said poles or apparatus shall obstruct such improvement, then the said A. Welch, his heirs or assigns, upon five days notice by the street commissioner or other officer of the City of Roseburg, shall temporarily remove, at his or their own expense, said poles or apparatus, or so much thereof as may be necessary to allow the improvement of such street, alley, avenue, boulevard or thoroughfare."

Based upon the above, it is my contention we should not pay for the moving of the electrical facilities. Payment for the work of moving the water mains should be subdivided into two parts—that is—the cost of the work outside the city limits should be separated from the work done inside these limits.

The ordinance covering the franchise for the water mains does not provide that the company will have to move their mains under any circumstances and for that reason it has been Mr. Devers' ruling that we would have to pay for that work. However, part of the work was outside the city and was located within our right of way and Mr. Devers held that the revision of the mains there would not have to be paid for by our department. I believe Mr. Devers has also ruled that under Work Memorandum #6 a utility cannot collect interest, which is shown on this bill.

I would suggest that you ask this company to eliminate the charged for the work in connection with the power lines and itemize their other charges in sufficient detail to enable us to determine what portion of the cost should be paid.

I am returning herewith Mr. Devers' letter of Dec. 20th, Mr. Rice's letter of Dec. 17th, and the bill, all of which were sent with yours of Dec. 23rd, 1937.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

#1993

RECEIVED
JAN 24 1938
FOR FILING
78-7

January 24, 1938

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of January 22nd you are advised that the final figures are not yet available on the Edlefsen-Weygandt Company, Contract No, 1993, North Roseburg Section in Douglas County.

The total amount earned on this contract is $53,832.81, retained percentage is $1,614.98 and the total paid to date is $52,217.83.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1993
Douglas Co

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

R. E. PINNEY
RESIDENT VICE-PRESIDENT
CLARENCE D. PORTER
MANAGER
ROBERT WHYTE
ASSOCIATE MANAGER

FAILING BUILDING
PORTLAND

TELEPHONE
ATWATER 8441

January 22, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

RE: #4232488 - Edlefsen-Weygandt Co.
Paving N. Roseburg Section Pacific
Highway - Douglas County, Oregon

Will you please advise us if the final contract figures which were paid the contractor on this contract are now available.

Very truly yours,

Clarence D. Porter
Clarence D. Porter
Manager

AW

Nov. 6, 1937

E- $53,832.81
R.- $ 1,614.98
Pd- $52,217.83

F. amt. $211.38

REFERRED TO
Jm
BY SECRETARY

What is status of this job?
hbg

RECEIVED
JAN 21 1938
FOR FILING

7½-7

January 20, 1938

Mr. J. H. Bishop
Maintenance Engineer
O F F I C E

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of November 17, 1937, regarding the removal of a certain hump in the old Pacific Highway near its junction with the new Pacific Highway at the north city limits of Roseburg. Mr. Baldock has asked me to ascertain from you what has been done about this.

I recall having seen correspondence pass over my desk to the effect that Lytle has had some men at work removing a rocky point at this place but not the hump in the highway, and that he has requested authority to spend another $150 for such purpose, the original estimate of $500 having been exceeded by that amount. Will you please advise.

Very truly yours,

Secretary

HDC:MEL

cc - R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
1938
STATE HIGHWAY COMMISSION

January 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

In reply to Mr. Low's letter of January 17th, you are advised that the State Force Order submitted January 14th, for removal of the hump and the widening of the road leading from the main highway to the city limits of Roseburg was a request for additional authorization of $150.00.

Work on this project was not started until the original order had been approved.

We requested an additional $150.00 to complete this work as a great deal more solid rock was encountered than had been anticipated originally.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 17, 1938

IN REPLY PLEASE
REFER TO FILE NO.

7C 4

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

It is noted that State Force Order covering the removal of the hump and widening the road leading from the main highway into Roseburg at the North City Limits, has just been sent in. Even tho this work was approved by the Commission, the work should not have been started until approved State Force Order was received

In all instances except in extreme emergencies no extra work is to be done until approved order has been received or unless you have special permission from Mr. Baldock or Mr. Smith to do the work before the order is approved. In the latter case the order must be sent in immediately for approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. R. Low
H

CC to
R.H.Baldock

787

RECEIVED
DEC 30 1937
FOR FILING

December 29, 1937

FIDELITY & DEPOSIT COMPANY OF MARYLAND
R. E. Pinney, Resident Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Ellefsen-Weygandt Company on Contract No. 1985 for 0.91 mile paving on the North Roseburg Section of the Pacific Highway, in Douglas County. This payment will be made on or after January 8, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

Form HA-1 10M 7-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 18 1937
FOR FILING
9

RECEIVED
7 1937
STATE HIGHWAY COMMISSION

Dec. 16th, 1937.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have your letter of Dec. 13th, relative to the action taken by the commission in connection with the alteration of the approach to the Pacific Highway on Winchester Street in Roseburg.

In your letter you state that the money was appropriated to remove the hump. I do not know if you are entirely familiar with this situation but our estimate of $500.00 did not include any revision in the grade but was simply to take out the materials back to the slope line on the old road.

I am enclosing herewith the order for the work, assuming that the re-grading was all that is meant and not the correction of the grade line.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

RECEIVED
DEC 15 1937
FOR FILING

78-2

December 14, 1937

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of December 13th concerning Edlefsen-Weygandt Company contracts.

Their contract No. 1993, North Roseburg Section of the Pacific Highway in Douglas County, was completed November 6, 1937, and was accepted November 17, 1937. The total amount earned on this contract is $55,951.02, retained percentage is $5,988.46, and the total amount paid to date is $49,942.56. The last payment was for estimate No. 4 for work performed to November 6th and was in amount $7,392.70.

Their contract No. 2000, Siuslaw Junction-Aubrey Section in Lane County, was approximately 47% complete on November 15, 1937. The total amount earned is $30,459.60, retained percentage is $4,568.94, and the total amount paid to date is $25,890.66.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND
HOME OFFICE - BALTIMORE

FIDELITY AND SURETY
BONDS

BURGLARY AND GLASS
INSURANCE

R. E. PINNEY
RESIDENT VICE-PRESIDENT
CLARENCE D. PORTER
MANAGER
ROBERT WHYTE
ASSOCIATE MANAGER

FAILING BUILDING
PORTLAND

TELEPHONE
ATWATER 6441

RECEIVED
DEC 14 1937
OREGON
STATE HIGHWAY COMMISSION

December 14, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb: Re: #4232488 - Edelfsen-Weygandt Co.
Paving N. Roseburg Section Pacific
Highway - Douglas County, Oregon
#1993 - Douglas Co

I am going to ask as a special favor that you advise me the date the above contract was completed and the total amount of money allowed in the semi-final payment so that I may have that information within the next few days.

Will you also advise me the percentage of work completed on the 4.52 mile of grading, topping and construction of trestle on Federal Aid Project 262-C, Suislaw Junction, Awbrey Section, Pacific Highway, Lane County, and also the total amount of money paid to date on that job. This also was for Edlefsen-Weygandt Company.

Very truly yours,

Clarence D Porter

Clarence D. Porter
Manager

CDP/AW

#1993 - Nov. 6 -
E - $53,931.02
R. - 3,988.46
Pd - $49,942.56
Est. # 4 - $7,392.70

#2000 - Nov. 15 -
E - $30,459.60
R. - $4,568.94
Pd - $25,890.66
47%

Form ...
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 15 1937
FOR FILING
78-7

OREGON STATE HIGHWAY COMMISSION

SALEM

December 13th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

At its meeting on November 30th, the Commission authorized an expenditure of approximately $800.00 to remove the hump in the old Pacific Highway near its junction with the new Pacific Highway at the north city limits of Roseburg.

Will you please submit the necessary work order to cover.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED

#1951

RECEIVED
DEC 15 1937
FOR FILING
78-7

December 15, 1937

Mr. James Miller
916 East Sixth Street
Roseburg, Oregon

Dear Sir:

There has been forwarded to this office by our Division Engineer, Mr. K. D. Lytle, your claim against Andersen Construction Company in the amount of $21.00 for the construction of three sewer manhole bottoms.

Mr. Lytle advises that this claim was incurred in connection with Andersen Construction Company's contract with the Highway Commission for the construction of the North Roseburg project, and such being the case we offer as protection for your claim a bond furnished by the contractor in connection with this job. The bond was written by the United States Fidelity and Guaranty Company, for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. McCollister & Campbell are general agents, with offices at 300 Central Building, Seattle, Washington. Would suggest that you make a demand on the bonding company for the settlement of your claim. Would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 230, Oregon Laws of 1931, mimeographed copy of which is enclosed. Filing with the Secretary of State is for the purpose of holding the bond responsible and liable for your claim subsequent to a period of six months from the date of completion of the project and acceptance of the same by the State Highway Commission.

The job was completed on July 3, 1937, and was accepted by the Commission on July 8, 1937.

Very truly yours,

Secretary

HBG:MHL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

December 13, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice of claim by James Miller, 916 East Sixth Street, Roseburg, in the sum og $21.00, for 3 sewer manholesbottoms, said claim having been incurred in connection with Andersen Construction Company's contract with the Highway Commission for the construction of the North Roseburg project, being State Highway Commission Contract No. 1951.

Inasmuch as you are the surety named by the contractor for the protection of claims, we are notifying you of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Andersen Construction Company
2603 N. E. 36th Avenue, Portland

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

December 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

Mr. James Miller has today handed us the attached bill against the Anderson Construction Company, in the amount of $21.00 for materials furnished the company on the North Roseburg grading contract.

He would appreciate any effort you can make towards the collection of this bill.

Yours very truly,

K. D. LYTLE
Division Engineer

By R. B. Sippell
R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock

ANSWERED
H. B. G.

ete work in
all its branches

Estimates freely
given on all jobs

Roseburg, Oregon, December 9 1937

M nderson Construction Co.

Portland Oreg.

In Account With

JAMES MILLER

CONCRETE FOR PERMANENCE

Phone 276-L 916 E. 6st. Street

3 Sewer Manhole Bottoms as agreed	$ 21.00

RECEIVED
DEC 10 1937
ROSEBURG DIV'N. OFFICE

[illegible] to look at the drainage on the Dolan place on North Roseburg. Their home is directly East of the Hauser house near the North end of the job. Their back yard was flooded and also their garage floor. Their back yard is in a sort of a depression and is a natural drainage from thehillside. Hauser has ditched the water from his culvert over onto Dolan. I told Dolan we would look into thesituation, and see what could be done to correct it.

NOTED
H. W. LIBBY

H. G. SMITH

RECEIVED
DEC 13 1937

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

A. J. Ford

Signed A.L. Ford, Res. Eng'r.,

Address Roseburg, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form [illegible]

78-7

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
DEC 13 1937
OREGON
STATE HIGHWAY COMMISSION

For Week Ending Dec. 11, 1937

Section North Roseburg

Kind of work Paving

Highway Pacific

Section prefix 10-1017

Contractor Edlefsen-Weygandt Co.

Contract number 1993

Date of contract July 8, 1937

Date of completion Dec. 31, 1937

Date work started July 21, 1937

Estimated date of completion , 193

Amount of contract $53,179.50

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $54,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4458, 8.4 %

Date project was completed Nov. 6, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate all done, but havent yet received the cement invoices from the contractor. If I do hot receive them by the 15th, I will turn in the estimate without figuring the cement adjustment, and turn it in later.

I was called out Saturday morning, the 11th, by Elmer Metzger of the Street Committee of Roseburg, to look at the drainage on the Dolan place on North Roseburg. Their home is directly East of the Hauser house near the North end of the job. Their back yard was flooded and also their garage floor. Their back yard is in a sort of a depression and is a natural drainage from thehillside. Hauser has ditched the water from his culvert over onto Dolan. I told Dolan we would look into thesituation, and see what could be done to correct it.

NOTED
H. W. LIBBY

H. G. SMITH

RECEIVED
DEC 13 1937

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

A. J. Ford

Signed A.J. Ford, Res. Eng'r.,

Address Roseburg, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Showers		
Friday	Rain		
Saturday	Rain		(Exceedingly heavy rain last night.)

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. A. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NUMBER

RECEIVED
DEC 13 1937

RECEIVED
DEC 16 1937

FOR FILING
78-7

December 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

Mr. James Miller has today handed us the attached bill against the Anderson Construction Company, in the amount of $21.00 for materials furnished the company on the North Roseburg grading contract.

We would appreciate any effort you can make towards the collection of this bill.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

NOTED
State Highway Engineer

RBS:MDG
cc--R. H. Baldock

RECEIVED
DEC 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 78-4

POST OFFICE BUILDING
PORTLAND, OREGON

December 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 78-F, North Roseburg, paving, was made by a representative of this office on November 9, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

December 4, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from the office of Hon. Earl Snell, Secretary of State, of the following claim against Andersen Construction Company:

> Claim by Dunn-Garretson Company, in the sum of $110.21, for materials furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, Contract No. 1951.

Inasmuch as you are the surety named by the contractors on this job, we are handing you herewith, for your information and attention, copy of this notice of claim,

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

Andersen Construction Company
cc - 2603 N. E. 56th Avenue, Portland

RECEIVED

78-7

December 3, 1937

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

[illegible]

Dear Sir:

The State Highway Commission, at its meeting on November 30, authorized an expenditure of approximately $500 to remove the hump in the old Pacific Highway near its junction with the new Pacific Highway at the north city limits of Roseburg.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Smith
Mr. Bishop

#1951

RECEIVED
DEC 6 1937
FOR FILING
78-7

December 3, 1937

Heath & Metcalf
709 S. E. 33rd Avenue
Portland, Oregon

Attention: Floyd Heath

Gentlemen:

The Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of the 29th ultimo in regard to your claim against Andersen Construction Company for services rendered in connection with its contract with the State Highway Commission for the grading of the North Roseburg Section of the Pacific Highway.

All moneys due the Andersen Construction Company from the State Highway Commission are being paid to the United States Fidelity & Guaranty Company in accordance with the provisions of an assignment and the bonding company is paying the Andersen Construction Company's claims. I would suggest that you file your claim with the bonding company which is represented in Portland by Walter F. Cline, Board of Trade Building, and by McCollister & Campbell, 300 Central Building, Seattle, Washington.

I take it that you have already filed your claim with the Secretary of State so you can hold the bonding company responsible and liable for the claim after a period of six months from date of completion of the job and acceptance by the State Highway Commission has expired.

Very truly yours,

HBG:AM

Secretary

RECEIVED
DEC 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

709 S.E. 33rd Ave.
Portland, Oregon.

November 29.1937.

Earl Snell, Secretary of State
Salem, Oregon.

Dear Sir:

During the first part of the month of July we filed a claim for $200.00 against the Anderson Construction Co. and the United Fidelity & Guarantee Bonding Co. for the balance due on sub-trucking contract of the North Roseburg grading project accepted by the state July 8th.

To date we have had no reply from the Anderson Construction Co. or the Bonding Co.

I would like information as to whether the state has held their bond up for this claim and what is the length of time that they have to settle with us.

Yours truly,
Heath & Metcalf
By Floyd Heath

F.H.: M.H.

7/27/37

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
DEC - 1 1937
EARL SNELL

ANSWERED
H. B. G.

RECEIVED

78-7

December 3, 1937

Sheppard & Phillips
Suite 1208 Public Service Building
Portland, Oregon

Attention: L. W. Belback

Gentlemen:

Reply is made to your letter of the 30th ultimo with reference to the Andersen Construction Company's contracts No. 1951 for the construction of the North Roseburg Section of the Pacific Highway in Douglas County and No. 1989 for the construction of the Miller Flat Agency Section of the Warm Springs Highway in Jefferson County.

The records disclose that No. 1951, the Roseburg job, was completed on July 3, 1937, and was accepted by the State Highway Commission on July 8, 1937. Final payment has been made by the State Highway Commission for this work.

Contract No. 1989, the Warm Springs Highway, will be completed about December 10, 1937. Payments in connection with this project have been assigned to the United States Fidelity & Guaranty Company, surety on the bond furnished in connection with this job.

I am attaching hereto a statement of claims outstanding against each of the above mentioned contracts. This statement represents all of the claims against these particular jobs. We have no record that any of them have been paid except as noted.

Very truly yours,

HBG:AM

Secretary

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

November 30, 1937.

State Highway Commission,
Salem, Oregon.

Gentlemen:

We represent the United States Fidelity and Guaranty Company, the surety company which bonded the Anderson Construction Company upon state highway jobs hereinafter referred to.

Will you kindly give us a list of all claims filed against Contract No. 1951, known as the Pacific Highway-Douglas County Contract, North Roseburg Section; and against Contract No. 1989 known as the Warm Springs Highway, Jefferson County, Miller Flat Agency job.

Will you also kindly let us know whether these jobs have been accepted by the State Highway Commission, and the date of acceptance.

Yours very truly,

SHEPPARD & PHILLIPS

By

LJB:HM

#1951- Completed July 3, 1937- accepted July 8, 1937
#1989- will be Completed about Dec, 10th.

ANSWERED
H. B. G.

#1989

December 2, 1937

Claims on file in the office of the Oregon State Highway Commission against Andersen Construction Company in connection with Contract No. 1989, Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County.

7-29-37	Tum-A-Lum Lumber Co. - for material furnished -	$ 319.58
8-6- 37	Jos. M. Morgan - for labor as bulldozer operator -	40.00
9-21-37	See Mercantile Co. - for checks which are being held -	69.43
9-25-37	Glen R. Bell - for labor -	69.30
10-7-37	Croft & Maddox - for labor and material -	94.50 Pd.
10-15-37	Release filed showing Croft & Maddox claim had been settled -	
10-23-37	Farmers Hardware Co. - for supplies -	5.55
11-3- 37	Clyde E. Bunting - for equipment rental -	6,210.26
11-3- 37	Bend Iron Works - for labor and material -	1,113.25
11-22-37	City Drug Company - for supplies -	27.05
11-27-37	Factory Motor Car Co. - for repairs -	57.24
11-29-37	Linde Air Products Co. - for supplies -	212.57
12-2- 37	Alfred Whited - for material furnished -	162.92

December 2, 1937

Claims on file in the office of the Oregon State Highway Commission against Andersen Construction Company in connection with Contract No. 1951 - North Roseburg Section of the Pacific Highway in Douglas County:

5- 21-37	Standard Oil Company - for supplies furnished -	$ 819.20
7-23-37	Hansen Motor Company - for labor and material -	143.16
7- 26-37	Douglas County Cooperative Farm Exchange -Labor &Mtl. -	42.39
7- 27-37	Woodcock & Fogel - for labor -	36.20
7- 29-37	A. R. Kronke - for damages -	6.50
7- 28-37	Heath & Metcalf - for labor -	200.00
8- 6- 37	Roseburg Sand & Gravel Co. - for labor and material -	446.45
8- 14-37	Roseburg Plumbing & Heating Co. - for supplies -	197.22
8- 14-37	J. S. McDonald - for labor -	14.00
8- 14-37	Page Lumber Company - for material -	27.13
8- 25-37	Roseburg Welding & Radiator Works - for material -	53.45
8- 20-37	L. W. Metzger - for material -	39.70
9- 3- 37	Churchill Hardware Co. - for material -	12.87
9 -9- 37	Cottage Grove Foundary - for labor and material -	120.00
9- 29-37	Tide Water Associated Oil Co. - for material -	17.80
10-8- 37	Eugene Foundary & Machine Co. - for supplies -	7.00
10-15-37	E. R. Metzger - for labor and material -	289.50
10-15-37	E. R. Metzger - for labor and material -	156.95
10-4- 37	Coen Lumber Co. - for material -	4.80 pd
10-19-37	Coen Lumber Co. - advise that their claim had been settled -	
10-26-37	General Grocery Company - for supplies -	415.58
11-5- 37	Jacobsen-Jensen Company - for labor and material -	170.00
11-13-37	National Hospital Association - for services -	216.90
12-1- 37	Denn-Gerretson Co. - for material furnished -	110.21

RECEIVED
DEC 3 1937
FOR FILING
787

December 2, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your two letters of November 30, enclosing three copies of each of the following claims against Consolidated Highway Company, Inc.:

Dunn-Garretson Company, for $1101.21, for materials furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County; (Contract No. 1951.) #1951

Alfred Whited, for $162.92, in connection with the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County. (Contract No. 1984.) #1984

We have noted these claims in our records of these jobs and are forwarding copies of the same to the contractors and to their surety, United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

#1151

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
1 - 1937
STATE HIGHWAY COMMISSION

November 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Denn-Gerretsen Company, Inc., for $110.21 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the north Roseburg Section of the Pacific Highway which was received from Guy Cordon, Attorney, Roseburg, Oregon, and filed today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

TO THE STATE OF OREGON and

To EARL SNELL, Secretary of State.

NOTICE IS HEREBY GIVEN that the undersigned, DENN-GERRETSEN CO., Inc., a private corporation of Roseburg, Oregon, has a claim for materials, consisting of powder, and accessories for the use thereof, reenforcing steel and sewer tile in the sum of $110.21, against the bond taken from Anderson Construction Company, principal, and United States Fidelity and Guaranty Company, surety, for the work of grading and preparing that portion of the Pacific Highway leading from a point northerly from the northern city limits of the City of Roseburg, southerly to connect with Stephens Street, at Washington, in said City of Roseburg, all in Douglas County, Oregon.

DATED this 29th day of November, 1937.

DENN-GERRETSEN CO.

By W. H. Gerretsen

Secretary.

Endorsed: File No. 2736
Filed November 30, 1937
EARL SNELL, Secretary of State

FORM 2-T-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

November 29, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Read RHB
file

Mr. R. H. Baldock
State Highway Engineer
State Office Building

Dear Sir:

Saturday, in compliance with instructions, I inspected the situation at the north entrance to Roseburg. I also talked with Mr. Harding and with a Mr. Kennedy who operates a fruit stand at the intersection. Mr. Lytle was not in town, so did not have an opportunity to discuss it with him.

My inspection of the rock ledge was concerned with the advisability of removing it from the stand-point of safety. In my opinion, removal of this material would in no way improve the safety of the intersection. A stop must be made before entering the highway from the old road, and at the place where the stop is made ample view of approaching traffic may be obtained. Further, because of the grade line on the old road, a view of the intersection may be obtained in advance of the stop. In other words, this intersection while not perfect is not particularly dangerous.

Mr. Harding agreed with me concerning the matter of safety, but declares that the ledge should be removed because it is unsightly. In my humble opinion, they are making a mountain out of a mole hill (no pun intended).

The operator of the fruit stand would seem to be the most interested party and it is quite possible that much of the agitation for removal of the ledge comes from that source. The fruit stand now sets on top of the ledge at what was the level of the old road. It is necessary to mount several steps to reach it. If the State were to remove the ledge back to the right-of-way, parking space would be provided and Kennedy could do additional excavation and lower his stand to the level of the new highway. The property is not owned by Kennedy and I do not know what deal was made with the owner when the right-of-way was purchased.

In regard to the signing, the situation is almost identical with McMinnville. Am recommending that the same procedure be followed; that the signs be illiminated and that a flashing beacon be suspended over the intersection. I noticed a number of other things that should be done. A complete list is as follows:

1. Reflectorize stop sign at old road.
2. Install "Prepare to Stop" sign on old road.
3. Move principal direction signs closer to edge of new road and use large boards lettered as follows:

North Umpqua	South Bend
Glide	Medford
Dixonville	Grants Pass
Roseburg Via Business Dist.	Roseburg Via US99

4. Place Lights over above signs.
5. Paint center line on old road and also paint cross-bar and word "Stop".
6. Reflectorize all shields and arrows at junction.
7. Install Flasher over intersection.
8. Put guard post at end of ledge on old road.

It does not seem necessary to illuminate the entire intersection. Would recommend that we wait until we have more experience with it.

Very truly yours,

John Beakey

John Beakey
Traffic Engineer

JB:JJ

#7951

RECEIVED

78-7

RECEIVED
NOV 30 1937
OREGON
STATE HIGHWAY COMMISSION

GUY CORDON
LAW OFFICES
UMPQUA SAVINGS AND LOAN BUILDING
ROSEBURG, OREGON

November 29th.,1937.

Hon. Earl Snell,
Secretary of State,
Salem,Oregon.

Dear Sir:

I am transmitting herewith notice of material claim against Anderson Construction Co.,executed by Denn-Gerretsen Co.,Inc.,for materials furnished said Anderson Construction Co. in connection with the so-called Stephens Street Cut-Off on the Pacific Highway, with request that you kindly file the same.

Yours very truly,

Guy Cordon

GC-g:

CC: ✓State Highway Commission,Salem,Ore.
United States Fidelity & Guaranty Co.,Portland,Ore.

TO THE STATE OF OREGON and

To EARL SNELL, Secretary of State.

NOTICE IS HEREBY GIVEN that the undersigned, DENN-GERRETSEN CO.,Inc., a private corporation of Roseburg,Oregon, has a claim for materials,consisting of powder,and accessories for the use thereof, reenforcing steel and sewer tile in the sum of $110.21,against the bond taken from Anderson Construction Company, principal, and United States Fidelity and Guaranty Company, surety,for the work of grading and preparing that portion of the Pacific Highway leading from a point northerly from the northern city limits of the City of Roseburg,southerly to connect with Stephens Street, at Washington, in said City of Roseburg, all in Douglas County,Oregon.

DATED this 29th day of November, 1937.

DENN-GERRETSEN CO.
By W. H. Gerretsen.
Secretary.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 23 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 78-F
North Roseburg section
Pacific Highway

78-7

November 22, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Don

A4pr32425

Form P. R. 2

State Oregon

Federal Aid Project No. 78-F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 22nd day of October, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1930, revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 23rd day of June, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, six hundred ninety and 00/100 dollars ($35,690.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1581+60 on Stephens Street at the intersection with Cass Street in Roseburg, and survey station 1632+58, 743' beyond the north city limits, excepting therefrom that portion between survey stations 1603+75.0 and 1606+29.0

, length 0.914 of a mile~~s~~, in Douglas County,

being Section F of Oregon Federal Aid project No. 78, consisting of

0.914 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span;

~~or [illegible] mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of thirty-five thousand, six hundred ninety and 00/100 dollars ($35,690.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-eight thousand, four hundred ninety-four and 00/100 dollars ($58,494.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitations upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 22, laws 1931.
(Include reference to statute authorising funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of Nov., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F. L. TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5518

Form P.R. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 70-F, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 58,194.00 as the total estimated cost of said project, and the sum of $ 35,690.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of November one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
1937

78-F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRM 78-F
North Roseburg section
Pacific Highway

November 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Appr 32231

Form P. R. 2

State Oregon

U.S. Public Works Highway Project No. [illegible] 78-[illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—6618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of September, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933.

Whereas the Highway Department of said State submitted on the 22nd day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 20th day of January, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-five thousand and 00/100 dollars ($65,000.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from 'National Recovery Highway Funds' appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, laws 1917; Chap. 21, laws 1920; Chap. [illegible], laws 1931.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1589+57.7, at the northerly line of Washington St. on Stephens St. in the City of Roseburg, and survey station 1624+95, at the north city limits of Roseburg,

, length 0.669 of a mile~~s~~ in Douglas County, being Section F of Oregon U.S. Public Works Highway project No. NRM 72-B, consisting of 0.662 of a mile~~s~~ of roadway and one bridge~~s~~ ~~each~~ of more than 20 feet clear span, 0.007 of a mile in length.

RECEIVED
SEP 20 1937
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of sixty-five thousand and 00/100 dollars ($65,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-five thousand and ten and 00/100 dollars ($75,010.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927; Chap. 28, Laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 26th day of October, 1937.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F. L. Touvelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Highway Project No. [illegible] 78-F, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 75,010.00 as the total estimated cost of said project, and the sum of $ 65,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 26th day of October one thousand nine hundred and Thirty-seven

Secretary of Agriculture,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

#1951

RECEIVED
NOV 6 1937
FOR FILING
78-7

November 5, 1937

Tide Water Associated Oil Company
Associated Division
566-78 Pittock Building
Portland, Oregon

Attention: J. H. Dalton
District Credit Manager

Gentlemen:

The Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of the 2nd instant inquiring whether or not the state has moneys on hand due and payable the Andersen Construction Company for construction of the North Roseburg Section of the Pacific Highway in Douglas County, under contract No. 1951.

The records show that final payment for this work was made to the Andersen Construction Company on October 16, 1937. In view of the circumstances I would suggest that you file your claim with the United States Fidelity & Guaranty Company which wrote the bond that was furnished by the Andersen Construction Company in connection with this contract. Mr. Walter P. Cline, Board of Trade Building, Portland, is local agent for the bonding company.

Very truly yours,

HDG:AM

Secretary

TIDE WATER ASSOCIATED OIL COMPANY
ASSOCIATED
DIVISION
866-78 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
NOV 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

November 2, 1937

Mr. Earl Snell,
Secretary of State
State of Oregon
Salem, Oregon

Re: Anderson Construction Company, principal
U. S. Fidelity & Guarantee Company, surety
Contract No. 1951, North Roseburg Section
Pacific Highway in Douglas County.

Dear Mr. Snell:

Under date of September 22, 1937 you acknowledged our claim in the amount of $17.80 against the bond taken from the above company and their surety.

Can you inform us at this time if there are monies on hand due this contractor sufficient to settle our claim.

Very truly yours,

Tide Water Associated Oil Company
ASSOCIATED DIVISION

J H Dalton
J. H. DALTON
District Credit Manager

JHD:AE

Respectfully referred to State Highway Commission

STATE DEPARTMENT

15804

FERRF
SEC.

Final - $655.57 - Paid Oct. 16 -

Please put on the copy
#05

STATE
RECEIVED
NOV - 3 1937
EARL SNELL

ANSWERED
H. B. G.

FORM 2405

RECEIVED
NOV 6 1937
FOR FILING
78-7

TIDE WATER ASSOCIATED OIL COMPANY
ASSOCIATED
DIVISION
866-78 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
1937
STATE HIGHWAY COMMISSION

November 5, 1937

State of Oregon
State Highway Commission
Salem, Oregon

Re: Anderson Construction Company, principal
U. S. Fidelity & Guarantee Company, surety
Contract No. 1951, North Roseburg Section
Pacific Highway in Douglas County.

Gentlemen:

Under date of September 22, 1937, Secretary of State acknowledged our claim in the amount of $17.80 against the bond taken from the above company and their surety.

Can you inform us at this time if there are any monies on hand due this contractor sufficient to settle our claim.

Very truly yours,

Tide Water Associated Oil Company
ASSOCIATED DIVISION

J H Dalton
J. H. DALTON
District Credit Manager

JHD:AE

Answered 11/5/37
letter forms by Secy of State

FORM 3408

RECEIVED
NOV 6 1937
FOR FILING
78-7

TIDE WATER ASSOCIATED OIL COMPANY
ASSOCIATED
DIVISION
866-78 PITTOCK BLOCK
PORTLAND, OREGON

RECEIVED
– 1937
STATE HIGHWAY COMMISSION

November 5, 1937

State of Oregon
State Highway Commission
Salem, Oregon

Re: Anderson Construction Company, principal
U. S. Fidelity & Guarantee Company, surety
Contract No. 1951, North Roseburg Section
Pacific Highway in Douglas County.

Gentlemen:

Under date of September 22, 1937, Secretary of State acknowledged our claim in the amount of $17.80 against the bond taken from the above company and their surety.

Can you inform us at this time if there are any monies on hand due this contractor sufficient to settle our claim.

Very truly yours,

Tide Water Associated Oil Company
ASSOCIATED DIVISION

J H Dalton
J. H. DALTON
District Credit Manager

JHD:AE

Answered 11/5/37
letter forwarded by Secy of State
WHS

#1951

RECEIVED
NOV 6 1937
FOR FILING
78-7

November 5, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the office of the Secretary of State three copies of a notice of claim by Jacobsen-Jensen Company against Andersen Construction Company for $170.00 for work on the North Roseburg Section of the Pacific Highway, in Douglas County, State Highway Commission Contract No. 1951.

Inasmuch as you are named surety on the bond furnished by the contractor, we are sending you a copy of this notice of claim for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc. Jacobsen Jensen

November 5, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 4, enclosing three copies of a notice of claim by Jacobson-Jensen Company against Andersen Construction Company, in the amount of $170.00, for work on the North Roseburg Section of the Pacific Highway, State Highway Commission contract No. 1851.

We are forwarding a copy of this notice to the contractor and another to the surety on his bond, the U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

November 4, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your informationand files three copies of a notice of claim by Jacobsen-Jensen Co. for $170.00 against the bond taken from Anderson Construction Company, principal, and U.S. Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway, contract No. 1951, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs Lewis
SECRE

write usual letter
HBG

COPY

JACOBSEN-JENSEN CO.
General Contractors
517 N.E. Stanton Street
Portland, Oregon

November 2, 1937

Oregon State Highway Commission,
Salem, Oregon.

Notice hereby is given that the undersigned, the Jacobsen-Jensen Co., has a claim for labor and machinery rental, namely 42½ hours rental, including labor and fuel, of an Austin "77" Hydraulic Grader at four dollars an hour totaling one hundred seventy dollars ($170.00), against the bond taken from the Andersen Construction Co. and the United States Fidelity & Guaranty Co. for performance of Oregon State Highway Contract No. 1951, known as the North Roseburg Section of the Pacific Highway in Douglas County.

JACOBSEN-JENSEN CO.

K. F. Jacobsen

K.F. Jacobsen, Pres.

Endorsed: File No. 2716
Filed November 4, 1937
EARL SNELL, Secretary of State

#1951

RECEIVED
NOV 8 1937
FOR FILING
78-7

November 5, 1937

Mr. P. L. Crooks
Henry Building
Portland, Oregon

Dear Mr. Crooks:

I wish to acknowledge your letter of the 4th instant requesting certain information concerning the use of some dump trucks that you rented to the Anderson Construction Company for use in connection with its contract with the State Highway Commission for the construction of the Miller Flat-Agency Section of the Warm Springs Highway.

I am sorry that we do not have the information you desire in this office so I will have to refer your letter to our Resident Engineer, Mr. Forrest Cooper, to furnish the same if possible. I will write you again as soon as I hear from Mr. Cooper.

Very truly yours,

HBG:AM

Secretary

cc - Mr. S. H. Probert

Mr. Probert: Mr. McFarland told me that you would secure this information from the field. I will appreciate getting this.

H.B.G.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nov. 5th, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Reference is made to your letter of Nov. 4th, relative to Mr. Harding's letter in regard to the connection to Winchester Street on the North Roseburg project.

The first direct intimation I had to the effect that the approach did not meet with Mr. Harding's approval was upon receipt of the letter which you have. Mr. Harding has never bothered to talk to me about the matter and the only thing that I have direct is his letter. However, I presume that he has in mind simply the widening of the grade along the approach road.

Very truly yours,

K. D. LITLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
State Highway Engineer

FORM 2-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

November 4th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I have noted the letter from Mr. Harding, Secretary of the Roseburg Chamber of Commerce, which illustrates the fallacy of introducing economies at the expense of a first class job.

Your plans for the Winchester Street connection received considerable criticism in the Salem office at the time they were sent in, but it was felt that you probably anticipated considerable property damage to be caused if the grade were lowered further, and also that somewhat better sight distance would be had when entering the highway if Winchester Street was not cut down any more.

Mr. Harding's meaning is not clear when he requests "that the entire right of way to the east of the Winchester Street improvement be immediately cut down to grade giving a decent entrance to the city." Kindly advise immediately what Mr. Harding has in mind.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

Nov. 5th, 1937

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Anderson Construction Company

Dear Sir:

I acknowledge receipt of your letter of November 4th relative to the claim of Woodcock & Fogel. I have already contacted Anderson Construction Company and they have advised me that they will bring their records in from the Warm Springs job and check these records with the writer next week so that we may get action on the same.

Sincerely yours,

A.W. Murray
Supt. of Claims

AWM:AD

NOTED
H. B. GLAISYER

#1951

RECEIVED
NOV 5 1937
FOR FILING
14-7

November 4, 1937

Woodcock & Fogel
513 North Main Street
Roseburg, Oregon

Gentlemen:

This acknowledges your letter of the 4th instant advising us of your claim in the amount of $36.20 against Andersen Construction Company arising out of the contract awarded the Andersen Construction Company for the construction of the Roseburg Section of the Pacific Highway in Douglas County.

The State Highway Commission does not assume the obligation of paying the claims of contractors direct but this responsibility rests solely with the contractor and his bondsmen. You can appreciate the fact that the Highway Commission could not assume such responsibility, the reasons for which are obvious.

In connection with all state highway contracts the successful bidder is required to furnish a surety bond to protect the claims arising out of the contract and to guarantee satisfactory completion of the contract. Such a bond was furnished by the Andersen Construction Company in connection with their contract for the grading of the North Roseburg Section of the Pacific Highway, Contract No. 1951, and is offered to you for the protection of your claim. The local agent of the company is Mr. Walter F. Cline, Board of Trade Building, Portland, and the general agents are McCollister & Campbell, 300 Central Building, Seattle, Washington. I would suggest that you present your claim to the agent of the bonding company inasmuch as the bond is liable for the payment of your claim. If you should secure no satisfaction by so doing, you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today notifying the bonding company and the contractor that your claim has been filed in this office. I trust that you will secure satisfaction in the near future.

Very truly yours,

Secretary

HBG:AM
incl.

November 4, 1937

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice from Woodcock & Fogel, 513 N. Main Street, Roseburg, Oregon, advising of their claim in the amount of $36.20 against the Anderson Construction Company in connection with its contract for grading the North Roseburg Section of the Pacific Highway in Douglas County, Contract No. 1951.

We will appreciate your taking care of this claim at an early date.

Very truly yours,

AM

Secretary

cc - Anderson Construction Co.
2603 N. E. 36th Ave.
Portland, Oregon

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

Ros[illegible]g Oregon Nov, 4 1937

State Highway Com,
Salem Oregon

We have a bill of $36.20 which we filed with the Sec, State onJuly 26th and supposed that was all we had to de to get our money and now we find out we have to take it up with you. We did this work on the Roseburg job and would like to get our money, Please advise us how to go about it.

We will just enclose the letter from the Sec, State.

Very Respectfully
Woodcock & Fragel

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

3

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
– 1937
STATE HIGHWAY COMMISSION

November 2, 1937

Woodcock & Vogel
513 N. Main Street
Roseburg, Oregon

Gentlemen:

Replying to your inquiry of November 1st, your notice of claim for $36.20 against the bond taken from Andersen Construction Company was filed in this office on July 26, 1937, and copies of your claim forwarded to the State Highway Commission.

The filing of a proper notice of claim in this office does not authorize me to make payment of same, but entitles the claimant to bring suit in the name of the state of Oregon against the contractor and his bondsmen.

Any information relative to the contract, bond, etc. covering the construction work may be obtained from the State Highway Commission, State Office Building, Salem, Oregon, as that department has custody of all papers covering state highway construction work.

Yours very truly,

Earl Snell
Secretary of State

S:FM

78-7

51

CROSS REFERENCE SHEET

Name or Subject **File No.**

Regarding Hon. Earl Snell
Secretary of State
BUILDING

Date October 26, 1937

Dear Sir:

This acknowledges receipt of your letters of October 25, enclosing three copies of each of two notices of claim against Andersen Construction Company, as follows:

By General Grocery Company, Inc., for work on the Miller Flat-Agency Section of the Warm Springs Highway, in the amount of $415.58. 1989 2-e

By Cottage Grove Foundry Company, for work on the North Roseburg Section of the Pacific Highway, in the amount of $120.00 1951 78-7

We are notifying the contractor and his surety, the U. S. Fidelity & Guaranty Company.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By
Secretary

MBL

SEE

Name or Subject **File No.**

See 2-e

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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#1951

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 26 1937
OREGON
STATE HIGHWAY COMMISSION

October 25, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Cottage Grove Foundry for $120.00 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, which was received and filed in this office on October 23rd.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

Cottage Grove. Ore

Secy of State

Salem, Ore

In account with

COTTAGE GROVE FOUNDRY

South Tenth Street

To State of Oregon

Notice is herby given that the undersigned, Cottage Grove Foundry has a claim for material (weights for steam shovel) for the sum of $120.00 against bond taken from U.S.Fidelity and Gurantee Co. for Anderson Const Co of Roseburg.

Cottage Grove Foundry

J. B. Allen

*1951

RECEIVED
OCT 20 1937
FOR FILING
78-7

October 20, 1937

COEN LUMBER COMPANY
Roseburg
Oregon

Gentlemen:

This acknowledges receipt of your letter of October 18, notifying us of the settlement of your claim against Andersen Construction Company in connection with Contract No. 1951 for the construction of the North Roseburg Section of the Pacific Highway.

We have noted the settlement of this claim in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 2[illegible], 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from COHN LUMBER CO., notifying us of the settlement of their account against Andersen Construction Company in connection with Contract No. 1951 for the construction of the North Roseburg Section of the Pacific Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JMcMHR

cc - Andersen Construction Company

FICE, MILL AND YARD
FLOED & MILL STREETS
PHONE 121

WE CARRY A COMPLETE LINE OF
BUILDING MATERIALS

COEN LUMBER COMPANY
MANUFACTURERS AND RETAILERS
MILLWORK, LUMBER
IF IT'S WOOD WE MAKE IT

ROSEBURG, OREGON

RECEIVED
OCT 19 1937
OREGON
STATE HIGHWAY COMMISSION

Oct.18th.'37

Oregon State Highway Commission,
Salem, Ore.

Attention Mr. Glaisyer,

Gentlemen,

Regarding our small account against Anderson Construction Co. and referring to our letter of the 2nd. we wish to advise you that we have received a remittance covering this account.

We thank you for your trouble in the matter.

Very truly yours,

Coen Lumber Company

By A. J. Coen

REFERRED TO
McFarland
Y SECRETAR

notify surety & contractor

HBG

RECEIVED
OCT 19 1937
FOR FILING
78-F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

OCT 1 1937
STATE H

October 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon F.A.P. No. 78-F, North Roseburg section of the Pacific Highway, for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Our approval is subject to the condition that adequate protection will be provided at the railroad grade crossing within the limits of the project in accordance with the provisions of General Administrative Memorandum No. 7.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

7951

RECEIVED
OCT 16 1937
FOR FILING
78-7

October 15, 1937

Farm Bureau Co-operative Exchange

Roseburg, Oregon

Attention: A. R. Kremke

Gentlemen:

The Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of the 12th instant in regard to your claim in the amount of $42.39 against Andersen Construction Company, same arising out of the Andersen Construction Company's contract for the construction of the North Roseburg Section of the Pacific Highway under the direction of the Oregon State Highway Commission.

I am today bringing your claim to the attention of the United States Fidelity & Guaranty Company, surety on the bond furnished by the Andersen Construction Company in connection with this contract, and I am suggesting that you do likewise and also file formal notice of your claim with the Secretary of State if you have not already done so in conformance with provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which I am inclosing.

I trust that your claim will be satisfied in the very near future.

Very truly yours,

HBG:AM

Secretary

October 15, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Dear Sirs:

We have today received notice from the Farm Bureau Co-operative Exchange, Roseburg, Oregon, of its claim in the amount of $42.39 against the Andersen Construction Company for services rendered that company in connection with its contract with the State Highway Commission for the construction of the North Roseburg Section of the Pacific Highway. We will appreciate it if you will see that this claim is given proper attention.

Very truly yours,

HBG:AM

Secretary

cc - Andersen Construction Co.
6026 S.W.Vermont St.
Portland, Oregon

N. BUSENBARK, President
A. R. KRONKE, Secretary
C. E. BANNING, Manager
A. J. TOWNSEND, Assist. Mgr.

DOUGLAS COUNTY
Farm Bureau Co-operative Exchange
Roseburg, Oregon
All Kinds of Feeds, Hay, Grain and Seeds
Plumbing Fixtures and Supplies, Electric Supplies, Pipe and Fittings. Light and Water Systems, Spray Materials, Farm Machinery and Complete Repair Service

AGENTS FOR
JOHN DEERE PLOW CO.
HARDIE SPRAY PUMP CO.
FAIRBANKS-MORSE CO.
CATERPILLAR TRACTORS
FORDSON TRACTORS
GOULD PUMPS
SHERWIN-WILLIAMS SPRAYS
CROWN FEEDS
HODGEN-BREWSTER FEEDS
SPERRY FEEDS

See Us First—
We Can Save
You Money

P. O. BOX 837
PHONE 98, ROSEBURG

RECEIVED
OCT 15 1937
OREGON
STATE HIGHWAY COMMISSION

October 12, 1937

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Our claim for $42.39 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity and Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway has not been taken care of to our knowledge. Could you give us some information on this ?

Yours truly,

FARM BUREAU EXCHANGE
A. R. Kronke
A. R. Kronke

jlb

ACKNOWLEDGED
H. B. GLAISYER

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
OCT 13 1937

filed 7/27/37 #2671

#1951

RECEIVED
OCT 16 1937
FOR FILING

78-7

October 15, 1937

MAUTZ & SCHLEGEL
Attorneys at Law
315 Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State copy of your letter of October 11, requesting copy of the bond and contract between the State of Oregon and the Anderson Construction Company in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1951.

In compliance with your request, copy is being forwarded to you today under separate cover.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 15, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State copies of the following notices of claim against Anderson Construction Company:

BEND HARDWARE COMPANY, in the sum of $54.58, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1980;

E. R. METZGER, in the amounts of $289.59 and $156.95, for labor and materials furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, contract No. 1951.

Inasmuch as you are surety on the bonds furnished by the contractor in connection with these jobs, we are forwarding to you herewith a copy of each of these claims, for your attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MML

cc - Anderson Construction Company

October 15, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt from your office of copies of the following notices of claim against the Andersen Construction Company:

Bend Hardware Company, in the sum of $84.56, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1969;

E. R. Metzger, in the amounts of $289.50 and $156.96, for labor and materials furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, contract No. 1951.

We are today forwarding copies of these notices of claim to the contractor and to the surety on the bonds, the United States Fidelity & Guaranty Company; also, we note copy of request for copy of contract and bond No. 1951.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 15 1937
OREGON
STATE HIGHWAY COMMISSION

October 14, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by E.R. Metzger for $289.50 and $156.95 against the bond taken from Anderson Construction Company, principal, and U.S.Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway, contract No. 1951, which was received from the firm of Mautz & Schlegel, Attorneys, 313 Yeon Building, Portland, and filed in this office on October 13th.

There is also enclosed a copy of their letter requesting a copy of the contract and bond covering the above construction work.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 4

COPY

MAUTZ & SCHLEGEL
Attorneys at Law
313 Yeon Building
Portland, Oregon

October 11, 1937

Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

We are attaching notice of claim of Mr. E.R. Metzger in the sum of $289.50 and $156.95 for materials and labor furnished Anderson Construction Company on the North Roseburg section of the Pacific Highway in Douglas County, Contract No. 1951, in accordance with provisions of Chapter 280, Oregon Laws of 1931.

We understand that the Anderson Construction Company was covered by a bond with the United States Fidelity & Guaranty Company. We would appreciate your good services in forwarding copy of this bond and a copy of the contract entered between the State of Oregon and the Anderson Construction Company. If there is any expense in connection with these copies, kindly forward bill and we will mail check to cover.

Yours very truly,

MAUTZ & SCHLEGEL

By Ralph Schlegel

RS/d
Encl.

COPY

To the Secretary of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, E. R. Metzger, under and by virtue of the laws of the State of Oregon, has a claim for work and labor and materials furnished, consisting of rental of equipment in the sum of $289.50, and furnishing of materials, backfill, sand and rock in the sum of $156.95, used in the construction of the North Roseburg Section of the Pacific Highway in Douglas County, Contract No. 1951, against the Andersen Construction Company and bond covering this job written by the United States Fidelity & Guaranty Company.

E. R. METZGER

Subscribed and sworn to before me this 6th day of October, 1937.

(SEAL)

Herbert D. Quine
Notary Public for Oregon
My Commission expires April 14, 1939

RECEIVED
15 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 13, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Bend Hardware Company for $34.56 against the bond taken from U.S.Fidelity & Guaranty Company, for work on the Miller Flat-Agency Section of the Warm Springs Highway, contract No. 1989, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc . 3

COPY

BEND HARDWARE COMPANY
BEND, OREGON

Oct. 11, 1937

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

We are presenting the following claim against the Anderson Construction Co. on their contract on the Warm Springs Highway, Jefferson County, Oregon.

"Notice is hereby given that the undersigned The Bend Hardware Company, of Bend, Oregon, has a claim for various and miscellaneous hardware supplied in the sum of thirty-four dollars and fifty-six cents ($34.56) against the bond taken from the United States Fidelity & Guaranty Company for the work of grading on the Miller Flat-Agency Section of the Warm Springs Highway in Jefferson County, State highway contract No. 1989.

BEND HARDWARE COMPANY

By F. Dement
Owner

RECEIVED
OCT 14 1937
FOR FILING

78-7

#1951

October 14, 1937

Mautz & Schlegel,
Attorneys at Law,
513 Yeon Building,
Portland, Oregon.

Dear Sirs:

Reference is made to your letter of October 11th concerning the Anderson Construction Company Contract No. 1951, North Roseburg Section in Douglas County.

This contract was completed July 3, 1937, and was accepted July 8, 1937.

The address of the above firm is 2605 N. E. 38th Avenue, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1951

CARL V. MAUTZ
RALPH SCHLEGEL

ATWATER 9321

MAUTZ & SCHLEGEL
ATTORNEYS AT LAW
313 YEON BUILDING
PORTLAND, OREGON

RECEIVED
OCT 13 1937
OREGON
STATE HIGHWAY COMMISSION

October 11, 1937

Oregon State Highway Commission
Salem, Oregon

Att'n: Mr. Glaisyer

Gentlemen: Re: Anderson Construction Co.

We have just mailed notice to Secretary of State Snell with claims of E. R. Metzger against Anderson Construction Company and the United States Fidelity & Guaranty Company. This is in connection with his claim for work and materials furnished under Contract 1951, in the construction of the North Roseburg section of the Pacific Highway in Douglas County.

We would appreciate having you advise the address of the Anderson Construction Company and the date of completion and acceptance of this job by your department.

Yours very truly,

MAUTZ & SCHLEGEL

By Ralph Schlegel

RS/d

REFERRED TO
BY SECRETARY

#1951

RECEIVED
OCT 13 1937
FOR FILING
78-2

October 8, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 7, 1937, with attached copies of notice of claim which has been filed by Eugene Foundry & Machine Company against the bond taken from Andersen Construction Company in connection with construction of the Roseburg Section of the Pacific Highway, State Highway Contract No. 1951.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

October 8, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising of the claim of the Eugene Foundry & Machine Company against Andersen Construction Company for one Standard Manhole Cover furnished the contractor in connection with the construction of the Roseburg Section of the Pacific Highway in Douglas County, State Highway Contract No. 1951.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Andersen Construction Company.

Very truly yours,

HBG:AM Secretary

cc - Andersen Construction Co.
6026 S. W. Vermont St.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 7, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

#1951

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Eugene Foundry & Machine Co. for $7.00 against the bond taken from Anderson Construction Company for work on the Roseburg Section of the Pacific Highway which was received and filed in this office today.

U.S. 7#5
claim

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

EUGENE FOUNDRY & MACHINE CO.
518 East Eighth Street
Telephone 1054
Eugene, Oregon

TO THE STATE OF OREGON:

NOTICE hereby is given that the undersigned, the Eugene Foundry & Machine Company, has a claim for one 24 inch Standard Manhole Cover in the sum of Seven Dollars ($7.00) against the bond taken from the Anderson Construction Company, Roseburg, Oregon, and against the sureties named thereon for the work of the State Highway Commission on the Roseburg Section of the Pacific Highway.

EUGENE FOUNDRY & MACHINE COMPANY

by R. T. BURGHARDT
Owner.

Dated at Eugene, Oregon,
this 5th day of October, 1937.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
OCT 7 1937
FOR FILING
76-7

RECEIVED
OCT 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oct. 5th, 1937

NOTED
State Highway Engineer

NOTED
For Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: JOHN BEAKEY

Dear Sir:

Reference is made to your letter of Oct. 4th, in reference to the opening of the new pavement through Roseburg.

It will be necessary that this pavement be opened as soon as the contractor is ready as to delay it would mean that the contractor would have to discontinue his operations.

Mr. Taylor saw the power company and they thought they would be able to install temporary lights so that the road could be opened by Saturday, October 9th.

Stephens Street south of Cass is now a through street and I am tying to contact the chairman of the street committee to see if they will not agree to pass a resolution, making the balance a stop street. As soon as I can find them I will advise you as to what they will do.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 1-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING
75-4

RECEIVED
-1937
BALDOCK
STATE HIGHWAY COMMISSION

Oct. 5th, 1937.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: W. C. WIDDOWS

Dear Sir:

The new route through Roseburg will probably be thrown open to travel next Saturday and I think we should by all means have the railroad warning signs up on the Kinney Spur.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. Ervin Clark

KDL:AF

F1951

RECEIVED
OCT 14 1937
FOR FILING
78-7

October 4, 1937

Coen Lumber Company

Roseburg, Oregon

Gentlemen:

This acknowledges your letter of the 2nd instant advising us of your claim in the amount of $4.80 against the Andersen Construction Company for sewer pipe furnished this company in connection with its contract with the State Highway Commission for the grading of the Roseburg Section of the Pacific Highway.

In connection with this job the contractor was required to furnish a surety bond for the protection of claims. Such bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I am today calling your claim to the attention of Mr. Cline but would suggest that you do likewise and also file notice of your claim with the Secretary of State as provided in Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

incl.

REFERRED TO Garland
BY SECRETARY

record on cards

October 4, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

I am handing you an invoice received from Coos Lumber Company, Roseburg, Oregon, being their claim in the amount of $4.80 against Andersen Construction Company for sewer pipe furnished this company in connection with its contract with the State Highway Commission for the construction of the Roseburg Section of the Pacific Highway. This information is given you inasmuch as you appear as surety on the bond furnished by Andersen Construction Company in connection with this job.

Very truly yours,

Secretary

EBG:AM

cc - Andersen Construction Co.
6026 S. W. Vermont St.
Portland, Oregon

FFICE, MILL AND YARD
FLOED & MILL STREETS
PHONE 181

WE CARRY A COMPLETE LINE OF
BUILDING MATERIALS

COEN LUMBER COMPANY
MANUFACTURERS AND RETAILERS
MILLWORK, LUMBER
IF IT'S WOOD WE MAKE IT

ROSEBURG, OREGON

RECEIVED
OCT 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oct.2nd.'37

State Highway Commission
Salem, Ore.

Gentlemen,

We are enclosing herewith statement showing item due us from Anderson Construction Co. on their Highway Grading job here. We understand you have a file on this subject and would ask that our claim be filed, as no attention is paid to statements presented in the usual manner.

Thanking you in advance, we are

Very truly yours,

Coen Lumber Company

By A. P. Coen

ACKNOWLEDGE.
H. B. GLAISYER

COEN LUMBER COMPANY

Roseburg, Oregon

October 1, 1937

Andersen Construction Co.

May 3, 1937

Our invoice 787 6 pcs. 2'6" sewer pipe 12' at .40 $4.80

Received by
Edward Deardorff

#1951

RECEIVED
OCT 14 1937
FOR FILING
78-7

October 4, 1937

Eugene Foundry & Machine Company

Eugene, Oregon

Gentlemen:

The State Highway Commission has been informed that you have a claim in the amount of $7.00 against the Andersen Construction Company for furnishing one manhole cover for use in connection with the construction of the Roseburg Section of the Pacific Highway.

We are today calling this matter to the attention of the bonding company and the contractor and trust that they will settle with you in the near future. However, I would suggest that you also file a claim with the bonding company which is the United States Fidelity & Guaranty Company, Walter F. Cline, Agent, Board of Trade Building, Portland. You should also file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon for 1931, a copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
McFarland
BY SECRETARY

record on cards

#1951

RECEIVED
OCT 14 1937
FOR FILING
78-7

October 4, 1937

Eugene Foundry & Machine Company

Eugene, Oregon

Gentlemen:

The State Highway Commission has been informed that you have a claim in the amount of $7.00 against the Andersen Construction Company for furnishing one manhole cover for use in connection with the construction of the Roseburg Section of the Pacific Highway.

We are today calling this matter to the attention of the bonding company and the contractor and trust that they will settle with you in the near future. However, I would suggest that you also file a claim with the bonding company which is the United States Fidelity & Guaranty Company, Walter F. Cline, Agent, Board of Trade Building, Portland. You should also file notice of your claim with the Secretary of State in accordance with provisions of Chapter 280, Laws of Oregon for 1931, a copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
McFarland
BY SECRETARY

record on cards

October 4, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received notice to the effect that Anderson Construction Company is indebtedness to the Eugene Foundry & Machine Company in the amount of $7.00 for one manhole cover delivered March 22, 1937, and used in connection with the Anderson Construction Company's contract for the grading of the North Roseburg Section of the Pacific Highway. I am informed that this is a legitimate claim against this job, hence will appreciate your seeing that it is paid at the earliest possible time.

Very truly yours,

Secretary

HBG:AM

cc - Anderson Construction Co.
6026 S. W. Vermont St.
Portland, Oregon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
OCT 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. PROBERT

Dear Sir:

We have received an invoice from the Eugene Foundry & Machine Company against the Anderson Construction Company for one manhole cover delivered March 22, 1937, price $7.00. The Anderson Construction Company had the grading contract on the North Roseburg Section of the Pacific Highway.

Will you please contact Mr. Anderson and see that payment is made?

Very truly yours,

K. D. LYTLE
Division Engineer

By R. B. Sipprell
R. B. Sipprell
Acting Office Eng'r.

RBS:MDG
cc--R. H. Baldock

NOTE!
H B GLAISYER

#1951

RECEIVED
OCT 11 1937
FOR FILING
78-7

October 1, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges your letter of September 30 enclosing three copies of a notice of claim by Page Lumber & Fuel Company against Andersen Construction Company, in the amount of $27.15, for work on the Pacific Highway, North Roseburg Section, State Highway Commission Contract No. 1951.

We are forwarding the contractor and the surety on his bond each a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 1, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have this day received from the Secretary of State three notices of a claim against Andersen Construction Company, in the amount of $27.13 by Page Lumber & Fuel Company, for work on the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission contract No. 1951.

Inasmuch as you are named surety on the bond furnished by the contractor, we are sending you herewith a copy of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

cc - Andersen Construction Company

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

September 30, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Page Lumber & Fuel Co. for $27.13 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pacific Highway in Roseburg, Oregon, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs. Lewis
BY SECRETARY

prepare usual letter

COPY

PAGE LUMBER AND FUEL COMPANY

709 N. Jackson St.

Roseburg, Oregon

Sept. 29, 1937.

To

Mr. Earl Snell, Sec. of State,
Salem, Oregon

Notice is hereby given that the undersigned, Page Lumber and Fuel Co. has a claim for rough lumber in the sum of Twenty seven and 13/100 (27.13) Dollars against the bond taken from Andersen Construction Company and U.S. Fidelity & Guaranty Company for the work of grading the Pacific Highway in the City of Roseburg, Ore.

Page Lumber & Fuel Co.,

By M. A. Page Sec. Treas.

Form 2-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 9 1937
FOR FILING
78-7

1937
STATE HIGHWAY COMMISSION

October 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: S. H. PROBERT

Dear Sir:

We have received an invoice from the Eugene Foundry & Machine Company against the Anderson Construction Company for one manhole cover delivered March 22, 1937, price $7.00. The Anderson Construction Company had the grading contract on the North Roseburg Section of the Pacific Highway.

Will you please contact Mr. Anderson and see that payment is made?

Very truly yours,

K. D. LYTLE
Division Engineer

By R.B. Sipprell
R. B. Sipprell
Acting Office Eng'r.

RBS:MDG
cc--R. H. Baldock ✓

CONTRACT# 1951, 1952, 1993

NRM 78-F North Roseburg Sec. 1936

1951, 1952, 1993 Folder # 1

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 7 1937
FOR FILING
1-78-2

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

REFER TO FILE NO.

September 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: JOHN BEAKEY

Dear Sir:

Please be advised that the new pavement on the North Roseburg Section of the Pacific Highway will be opened to traffic on October 8th or 9th.

We are writing you at this time to give you an opportunity to install lights at the railroad crossing prior to the time the new section is opened.

Very truly yours,

K. D. LYTLE
Division Engineer

By R. B. Sipprell
R. B. Sipprell
Acting Office Eng'r.

RBS:MDG
cc--R. H. Baldock

RECEIVED
OCT 1 1937
FOR FILING

78-7

September 30, 1937

Cunning & Brewster
Redmond, Oregon

Attention: Max A. Cunning

Gentlemen:

In response to your request of September 29 wish to advise that the surety on the bond furnished by Anderson Construction Company is the United States Fidelity & Guaranty Company for whom Walter F. Cline is agent with offices in the Board of Trade Building, Potland.

Very truly yours,

AM Secretary

MAX A. CUNNING
GEO. H. BREWSTER

LAW OFFICES OF
CUNNING & BREWSTER
REDMOND, OREGON

RECEIVED
SEP 30 1937
OREGON
STATE HIGHWAY COMMISSION

Sept. 29th, 1937

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We thank you for your letter of the 28th inst., relative to the claim of Croft & Maddox against Anderson Contracting Company.

You suggest that we notify the Contractor and Surety on their bond of the claim. Claimant does not have the name of the bondsman available and your advice as to this will be appreciated.

Thanking you, I am

Very truly yours,

Max A Cunning
Max A. Cunning

MAC:MEC

#1451

RECEIVED
SEP 30 1937
FOR FILING

78-7

September 30, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

Acknowledgement is made of your letter of September 28, enclosing three copies of a notice of claim by Tide Water Associated Oil Company, for $17.80, against the bond taken from Andersen Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1951.

Copies of this notice are being forwarded by us today to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

September 30, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice of claim from the office of the Secretary of State against Andersen Construction Company for $17.50, for work on the North Roseburg Section of the Pacific Highway, in Douglas County, being in connection with State Highway Commission Contract No. 1951.

Copy of this notice is enclosed for your information, since you are named surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL
encl.

cc - Andersen Construction Co.
2603 N.E. 36th Avenue
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

September 28, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Tide Water Associated Oil Company for $17.80 against the bond taken from Anderson Construction Company, principal, and U. S.Fidelity & Guarantee Company, surety, for work on the North Roseburg Section of the Pacific Highway, which was received and filed in this office on September 16th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

Tide Water Associated Oil Company
ASSOCIATED
Division
366-78 Pittock Block
Portland, Oregon

September 15, 1937

REGISTERED - Return Receipt
Requested

Secretary of State,
State of Oregon,
Salem, Oregon

Re: Anderson Construction Company

Dear Sir:

Notice is hereby given that the Tide Water Associated Oil Company has a claim for petroleum products furnished in the sum of seventeen dollars and eighty cents ($17.80) against the bond taken from the Anderson Construction Company, 2603 N. E. 36th Avenue, Portland and their surety, the United States Fidelity and Guarantee Company represented by Walter F. Cline, Agent, Board of Trade Building, Portland for the work of contract #1951 - North Roseburg Section of the Pacific Highway in Douglas County, 0.72 mile of grading.

Yours very truly,

Tide Water Associated Oil Company
ASSOCIATED DIVISION

J. H. DALTON
J. H. Dalton
District Credit Manager

JHD:LH

#1951

RECEIVED
SEP [illegible] 1937
FOR FILING

78-7

September 28, 1937

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of no date (received September 27) enclosing three copies of your claim against Andersen Construction Company for work performed on their contract with the Oregon State Highway Commission, for the construction of the North Roseburg Section of the Pacific Highway, in Douglas County. We are forwarding one of these notices to the contractor, and to the surety on the bond, another.

Herewith we are returning mimeographed copy of Chapter 280, Oregon Laws 1931, which was given you for your information and guidance only, and not to be filled in as you have done. What you should do, as there directed, is to write the Secretary of State, in form substantially as illustrated, filing your claim with him for double protection in case you do not secure satisfaction through the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

September 28, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Enclosed find copy of claim by Jacobsen-Jensen Company against Anderson Construction Company for work in connection with the construction of the North Roseburg Section of the Pacific Highway, State Highway Commission Contract No. 1951. We are sending you this notice of claim because you are named as surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

cc - Anderson Construction Company
2805 N. E. 36th Avenue
Portland, Oregon

PHONE GARFIELD 3313

JACOBSEN-JENSEN CO.
GENERAL CONTRACTORS
517 N.E. ~~407-413~~ STANTON STREET
PORTLAND, OREGON

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION,
STATE OFFICE BUILDING,
SALEM, OREGON.

Gentlemen:

Enclosed please find our claim of $170.00, against the An derson Construction, for work performed on their Contract with your Commission No. 1951-North Roseburg Section of the Pacific Highway in Douglas County, 0.72 mile of grading, which we wish to file against them for none payment of the above amount.

Very truly yours,

Jacobsen-Jensen Company,
By W. H. Jacobsen
Sec'y-Treas.

By L J Caufield
L. J. Caufield
Highway Engineer

P.S.
Approval is subject to the condition that adequate protection will be provided at the railroad grade crossing within the limits of the project in accordance with the provisions of General Administrative Memorandum No. 7.

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

PHONE GARFIELD 3313

JACOBSEN-JENSEN CO.
GENERAL CONTRACTORS
517 N.E. ~~407-413~~ STANTON STREET
PORTLAND, OREGON

July 1,1937.

Anderson Construction Company,

Roseburg,Oregon.

To work performed on your Roseburg,Ore. Project as follows:

May 1937 13,14,15,16,17 - 35½ hrs. for Maintainer and Operator @ $4.00 per hr.		$142.00
June 29/37 7 hrs. for Maintainer and Operator	$4.00	28.00
		170.00

Contract No.1951-North Roseburg Section of the Pacific Highway in Douglas County, 0.72 mile of grading.

P.S.
Approval is subject to the condition that adequate protection will be provided at the railroad grade crossing within the limits of the project in accordance with the provisions of General Administrative Memorandum No. 7.

RECEIVED
SEP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRM 78-F
North Roseburg section
Pacific Highway

September 20, 1937

78-7

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
SEP 21 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

P.S.
Approval is subject to the condition that adequate protection will be provided at the railroad grade crossing within the limits of the project in accordance with the provisions of General Administrative Memorandum No. 7.

Jon

RECEIVED
SEP 10 1937
FOR FILING
78-7

September 9, 1937

COTTAGE GROVE FOUNDRY
South Tenth Street
Cottage Grove, Oregon

Attention J. B. Allen

Gentlemen:

This acknowledges receipt of your letter of September 8, inquiring as to the proper way to handle your claim against Andersen Construction Company in the amount of $120.00 for casting bought from you in connection with their contract for the grading of the North Roseburg Section of the Pacific Highway.

In connection with this contract, the contractor furnished a bond for your protection, written by the U. S. Fidelity & Guaranty Company, represented by Walter F. Cline, Agent, with offices in the Board of Trade Building, Portland. We are today notifying the said surety of your claim, with the request that it be taken care of. We suggest that you do the same, and that you also notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 181, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

Septe,ber 9, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter V. Clines, Agent
Board of Trade Building
Porgland, Oregon

Dear Sirs:

Enclosed you will find copy of a letter which we have this day received from COTTAGE GROVE FOUNDRY, setting forth their claim for $120.00 against Andersen Construction Company for castings sold them in connection with their grading work on the North Roseburg Section of the Pacific Highway (State Highway Commission Contract No. 1951).

We are sending you this notice because you are surety on the bond furnished by the contractor. Please give it your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBK

cc - Andersen Construction Co.
2808 N.E. 36th Avenue, Portland

#1951

Cottage Grove, Ore. Sep 8 1937

State Higway Com.
Salem Ore

IN ACCOUNT WITH

Z.A.COOP

RECEIVED
SEP 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Cottage Grove Foundry

GRAY IRON, ALUMINUM AND BRONZE

FRICTION BLOCKS AND PATTERN WORK

ALL WORK GUARANTEED FIRST CLASS.

PHONE 181-J SOUTH TENTH STREET

Gentelmen:

The Anderson Construction Co of Portland bought Castings from us in April 37 they claimed to be Working for the State Highway Comission at Roseburg as they were Working for the State We Shipped there goods on account. We have sent Bills out every month and have had no replys could you advise what way to handle this account

Our bill is 122.00

Yours Truly
C. G. F. [illegible]

---

r 9, 1937

way Contract No.
Section of the
eted by the
hat final settle-
born forthwith
9, 1937.

claims against
tified. You
lity for these
hich may be filed

appear as surety
kindly acknowledge

hat the total
with this contract will
this amount $160.81

MISSION

By

Secretary.

Dict. by J. McFarland.

#1951

RECEIVED
SEP 10 1937
FOR FILING
78-7

September 9, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, [illegible]

Gentlemen:

You are hereby notified that State Highway Contract No. 1951 for the construction of the North Roseburg Section of the Pacific Highway in Douglas County, has been completed by the contractors, Andersen Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 18, 1937.

The State has been advised of numerous claims against this contract, all of which you have also been notified. You are advised that the State assumes no responsibility for these claims which have been filed or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $22,774.96, including the final payment. Of this amount $109.51 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1951

RECEIVED
SEP 4 1937
FOR FILING
78-7

September 3, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Dear Sirs:

Find enclosed copy of notice of claim by Churchill Hardware Company against Andersen Construction Company in the amount of $12.87 for materials furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, State Highway Commission Contract No. 1951.

This copy is being sent you as surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Co.
2603 N.E. 36th Avenue, Portland

September 3, 1937

Hon Earl Snell
Secretary of State

BUILDING

Dear Sir:

This acknowledges receipt of your letter of September 2, enclosing three copies of a notice of claim by Churchill Hardware Company for $12.87 against Andersen Construction Company for work on Contract 1951, grading the North Roseburg Section of the Pacific Highway, in Douglas County.

We are forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

Churchill Hardware Company, Inc.
Ironmongers
202 N. Jackson Street
Roseburg, Oregon Aug.31, 1937.

Secretary of State,
Salem, Ore.

Dear Sir,

Notice is hereby given that the undersigned, Churchill Hdwe. Co., Inc., has a claim for materials furnished in the sum of Twleve and eighty severn one hundredths dollars ($12.87) against the bond taken from the United States Fidelity and Guaranty Company by the Andersen Constuction Company on State Highway Commission Contract #1951 for highway grading in Roseburg, Oregon.

Yours truly,

CHURCHILL HDWE. CO. Inc.,
Per Geo. Whortan
Secty-Treas.

Endorsed: File No. 2689
Filed Sept. 2, 1937
EARL SNELL, Secretary of State

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 2, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Churchill Hardware Co. for $12.87 against the bond taken from Andersen Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on contract No. 1951, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

prepare customary letters

RECEIVED
SEP 7 1937
FOR FILING
78-7

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Roseburg Section, Project No. NRM 78-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Project No. NRM 78-F

NORTH ROSEBURG SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1937

Roadwork (Sta. 1589+57.7 to 1624+95)

All Required		Clearing and Grubbing		$ 930.00
780	cu. yds.	Trench Excavation	$1.30	1,014.00
45,000	cu. yds.	Excavation, Single Classification	0.40	18,000.00
60,000	yd. sta.	Overhaul	0.01	600.00
5,000	yd. mi.	Truck Haul	0.12	600.00
0.62	mile	Finishing Roadbed and Slopes	300.00	186.00
2,300	lin. ft.	Rounding Cutbanks	0.10	230.00
330	lin. ft.	6" Perforated Concrete Pipe	0.65	214.50
60	lin. ft.	6" Cast Iron Pipe	2.00	120.00
720	lin. ft.	6" Sewer Pipe	0.55	396.00
6	only	Special Section of 6" Pipe	5.00	30.00
230	lin. ft.	8" Porous Drain Tile	0.53	121.90
200	lin. ft.	12" Concrete Pipe	1.10	220.00
160	lin. ft.	18" Concrete Pipe	2.10	336.00
300	lin. ft.	Salvaging Sewer Pipe	1.00	300.00
110	cu. yds.	Gravel or Rock Backfill in Drains	2.00	220.00
2	only	Concrete Manholes	80.00	160.00
				$ 23,678.40

Retaining Wall and Fence

80	cu. yds.	Excavation for Retaining Wall	$ 1.00	$ 80.00
270	cu. yds.	Class "D" Concrete in Retaining Wall	17.00	4,590.00
21,000	lbs.	Metal Reinforcement	0.045	945.00
250	lin. ft.	Triangle Mesh Fence (8')	1.00	250.00
80	lin. ft.	Triangle Mesh Fence (5')	0.85	68.00
				$ 5,933.00

Work to be Performed by Southern Pacific Railway Company

All Required	Rearrange Tracks and Other Facilities	$ 2,900.00

Work to be Performed by California Power Company

All Required	Move and Reestablish Water System		$ 780.00
		Subtotal	$ 33,292
		10% Engr. & Cont.	3,328
		Total	$ 36,620

DEER CREEK BRIDGE

680	cu. yds.	Excavation	$ 3.00	$ 2,040.00
50	cu. yds.	Excavation Below Plans	4.00	200.00
1,000	cu. yds.	Class "D" Concrete	19.00	19,000.00
230,000	lbs.	Metal Reinforcement	0.045	10,350.00
520	lin. ft.	Concrete Handrail	4.75	2,470.00
All Required		Electric Wiring and Fixtures		840.00
			Subtotal	$ 34,900
			10% Engr. & Cont.	3,490
			Total	$ 38,390

Length of Roadwork	0.622 mile
" " 1 Bridge	0.047 "
Total Length	0.669 "
Cost per mile, Roadwork	$ 58,874

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRM Funds	State Funds
Roadwork	$ 36,620	$ 31,733	$ 4,887
Bridge	38,390	33,267	5,123
	$ 75,010	$ 65,000	$ 10,010

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920;
Chap. 88, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

RECEIVED
SEP 7 1937
FOR FILING

78-F

September 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Roseburg Section, Federal Aid Project No. 78-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 78-F

NORTH ROSEBURG SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 25, 1937

Completed Federal Aid Work: (Statement of completed Federal Aid work to be submitted prior to submission of final voucher.)

WORK WITHIN CITY OF ROSEBURG

Concrete Shoulders (Sta. 1481+60 to 1485+59.4) (46' Roadway)

All Required		Clearing and Grubbing		$ 27.00
150	cu. yds.	Excavation, Single Classif.	$ 0.40	60.00
.08	mile	Finishing Roadbed and Slopes	300.00	24.00
750	lin. ft.	Removal of Curbs and Gutters	0.10	75.00
200	sq. yds.	Removal of Old Pavement	0.30	60.00
1	only	Removal of Catch Basin	4.00	4.00
40	lin. ft.	6" Sewer Pipe	0.40	16.00
60	lin. ft.	12" Concrete Pipe	1.20	72.00
2	only	Concrete Catch Basins	30.00	60.00
750	lin. ft.	Concrete Curb	0.40	300.00
350	sq. yds.	Concrete Sidewalks	1.40	490.00
110	sq. yds.	Concrete Driveway Aprons	1.64	180.40
60	cu. yds.	Gravel Base	0.90	54.00
15	cu. yds.	1" - 0" Material in Cushion Course	1.70	25.50
5	cu. yds.	½" - 0" Material in Cushion Course	1.40	7.00
10	cu. yds.	Filler	0.40	4.00
5	yd. mi.	Hauling Filler	0.12	.60
170	sq. yds.	Portland Cement Concrete Base	1.64	278.80
400	sq. yds.	Portland Cement Concrete Pavement	1.64	656.00
50	lin. ft.	½" Expansion Joints	0.15	7.50
700	lin. ft.	¼" Expansion Joints	0.12	84.00
200	lin. ft.	Contraction Joints	0.03	6.00
200	only	Dowels	0.15	30.00
			Subtotal	$ 2,511
			10% Engr. & Cont.	251
			Total	$ 2,762

Length .076 mile
Cost per mile $ 36,342

46' Concrete Pavement (Sta. 1585+59.1 to 1603+79.0)

All Required		Clearing and Grubbing		$ 75.00
200	cu. yds.	Excavation, Single Classif.	$ 0.40	80.00
700	yd. mi.	Truck Haul	0.12	84.00
0.34	mile	Finishing Roadbed and Slopes	300.00	102.00
900	lin. ft.	Removal of Curbs and Gutters	0.10	90.00
3,800	sq. yds.	Removal of Old Pavement	0.30	1,140.00
3	only	Removal of Catch Basins	4.00	12.00
50	lin. ft.	8" Corrugated Iron Pipe	1.10	55.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
6	only	Concrete Catch Basins	30.00	180.00
2	only	Concrete Catch Inlets	16.50	33.00
1	only	Raising Manhole	20.00	20.00
3,100	lin. ft.	Concrete Curbs and Gutters	0.90	2,790.00
850	sq. yds.	Concrete Sidewalks	1.40	1,190.00
70	sq. yds.	Concrete Driveway Aprons	1.64	114.80
1,400	cu. yds.	Gravel Base	0.90	1,260.00
100	cu. yds.	1½" – 0" Material in Footpaths	2.25	225.00
20	cu. yds.	¾" – 0" Material in Shoulders and Surfacing	1.70	34.00
320	cu. yds.	¾" – 0" Material in Cushion Course	1.70	544.00
105	cu. yds.	⅜" – 0" Material in Cushion Course	1.40	147.00
180	cu. yds.	Filler	0.40	72.00
90	yd. mi.	Hauling Filler	0.12	10.80
9,200	sq. yds.	Portland Cement Concrete Pavement	1.64	15,088.00
1,350	lin. ft.	¾" Expansion Joints	0.15	202.50
3,300	lin. ft.	½" Expansion Joints	0.12	396.00
4,600	lin. ft.	Construction Joints	0.03	138.00
4,700	only	Dowels	0.15	705.00
7,800	lbs.	Tie Bars and Reinforcement	0.05	390.00
10	cu. yds.	Mineral Aggregate in Place	3.50	35.00
1.4	tons	No. 3 Road Oil in Place	30.00	42.00
			Subtotal	$ 25,375
			10% Engr. & Cont.	2,537
			Total	$ 27,912
		Length	0.344 mile	
		Cost per mile	$ 81,139	

22' Concrete Pavement (Sta. 1606+29 to 1624+95)

All Required		Clearing and Grubbing		$ 77.00
600	cu. yds.	Excavation, Single Classif.	$ 0.40	240.00
800	yd. mi.	Truck Haul	0.12	96.00
0.35	mile	Finishing Roadbed and Slopes	300.00	105.00

190	lin. ft.	8" Perforated Concrete Pipe	$ 0.65	$ 123.50
70	lin. ft.	9" Corr. Iron Pipe	1.10	77.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
4	only	Concrete Catch Basins	30.00	120.00
4	only	Concrete Catch Inlets	16.50	66.00
30	cu. yds.	Gravel or Rock Backfill in Drains	1.50	45.00
250	lin. ft.	Concrete Curbs	0.40	100.00
2,140	cu. yds.	Gravel Base	0.90	1,926.00
140	cu. yds.	1¼" - 0" Material in Footpaths	2.25	315.00
420	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.70	714.00
175	cu. yds.	½" - 0" Material in Cushion Course	1.70	297.50
60	cu. yds.	¼" - 0" Material in Cushion Course	1.40	84.00
260	cu. yds.	Filler	0.40	104.00
130	yd. mi.	Hauling Filler	0.12	15.60
5,000	sq. yds.	Portland Cement Concrete Pavement	1.64	8,200.00
500	lin. ft.	½" Expansion Joints	0.15	75.00
2,500	lin. ft.	Contraction Joints	0.03	75.00
2,600	only	Dowels	0.15	390.00
5,700	lbs.	Tie Bars and Reinforcement	0.05	285.00
35	cu. yds.	Mineral Aggregate in Place	3.50	122.50
5.4	tons	No. 3 Road Oil in Place	30.00	162.00
			Subtotal	$ 13,935
			10% Engr. & Cont.	1,393
			Total	$ 15,328

Length 0.353 mile

Cost per mile $ 43,422

WORK OUTSIDE OF CITY

22' Concrete Pavement (Sta. 1624+95 to 1632+35)

All Required		Clearing and Grubbing		$ 31.00
7,250	cu. yds.	Excavation, Single Classif.	$ 0.40	2,900.00
800	yd. mi.	Truck Haul	0.12	96.00
0.14	mile	Finishing Roadbed and Slopes	300.00	42.00
750	lin. ft.	Rounding Cutbanks	0.10	75.00
1,300	sq. yds.	Removal of Old Pavement	0.30	390.00
30	lin. ft.	12" Concrete Pipe	1.20	36.00
70	lin. ft.	18" Concrete Pipe	2.40	168.00
1,200	cu. yds.	Gravel Base	0.90	1,080.00
60	cu. yds.	1¼" - 0" Material in Footpaths	2.25	135.00
360	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.70	612.00
90	cu. yds.	½" - 0" Material in Cushion Course	1.70	153.00
30	cu. yds.	¼" - 0" Material in Cushion Course	1.40	42.00

150	cu. yds.	Filler	$ 0.40	$ 60.00
75	yd. mi.	Hauling Filler	0.12	9.00
2,700	sq. yds.	Portland Cement Concrete Pavement	1.64	4,428.00
300	lin. ft.	¾" Expansion Joints	0.15	45.00
1,400	lin. ft.	Contraction Joints	0.03	42.00
1,500	only	Dowels	0.15	225.00
1,500	lbs.	Tie Bars and Reinforcement	0.05	75.00
35	cu. yds.	Mineral Aggregate in Place	3.50	122.50
5.2	tons	No. 3 Road Oil in Place	30.00	156.00
150	cu. yds.	Salvaging Material from Detour Roadway	1.70	255.00
450	bbl.	Extra Cost of Early Strength Cement	0.40	180.00
		Subtotal		$ 11,357
		10% Engr. & Cont.		1,135
		Total		$ 12,492

Length 0.141 mile

Cost per mile $ 88,595

SUMMARY OF FUNDS EXPENDED

Item	Total Cost	Federal Aid Funds	State Funds
City of [illegible]			
Concrete Shoulders	$ 2,762	$ 1,685	$ 1,077
40' Roadway	27,912	17,031	10,881
22' Roadway	15,328	9,352	5,976
Outside City			
22' Roadway	12,492	7,622	4,870
	$ 58,494	$ 35,690	$ 22,804

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929;
Chap. 88, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department   Federal Aid Project No. 78-F

NORTH ROSEBURG SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 21, 1937

Completed Federal Aid Work: (Statement of completed Federal Aid work to be submitted prior to submission of final voucher.)

WORK WITHIN CITY OF ROSEBURG

Concrete Shoulders (Sta. 1581+49 to 1585+50.4) (46' Roadway)

All Required		Clearing and Grubbing		$	20.00
150	cu. yds.	Excavation, Single Classif.	$ 0.50		75.00
.08	mile	Finishing Roadbed and Slopes	300.00		24.00
750	lin. ft.	Removal of Curbs and Gutters	0.05		37.50
200	sq. yds.	Removal of Old Pavement	0.30		60.00
1	only	Removal of Catch Basin	5.00		5.00
40	lin. ft.	6" Sewer Pipe	0.50		20.00
60	lin. ft.	12" Concrete Pipe	1.25		75.00
2	only	Concrete Catch Basins	30.00		60.00
750	lin. ft.	Concrete Curb	0.60		450.00
350	sq. yds.	Concrete Sidewalks	1.50		525.00
110	sq. yds.	Concrete Driveway Aprons	2.10		231.00
60	cu. yds.	Gravel Base	1.10		66.00
15	cu. yds.	¾" - 0" Material in Cushion Course	1.50		22.50
5	cu. yds.	¼" - 0" Material in Cushion Course	1.75		8.75
10	cu. yds.	Filler	0.40		4.00
5	yd. mi.	Hauling Filler	0.20		1.00
170	sq. yds.	Portland Cement Concrete Base	1.40		238.00
400	sq. yds.	Portland Cement Concrete Pavement	1.50		600.00
50	lin. ft.	¾" Expansion Joints	0.20		10.00
700	lin. ft.	½" Expansion Joints	0.15		105.00
200	lin. ft.	Contraction Joints	0.03		6.00
200	only	Dowels	0.20		40.00
		Subtotal		$	2,683
		10% Engr. & Cont.			268
		Total		$	2,951
		Length	.076 mile		
		Cost per mile	$ 38,828		

[illegible] Concrete Pavement (Sta. [illegible] to [illegible])

All Required		Clearing and Grubbing		$ 75.00
[illegible]	Cu. yds.	Excavation, Single Classif.	$ 0.50	180.00
700	Yd. sta.	Truck Haul	0.20	140.00
0.[illegible]	Mile	Finishing Roadbed and Slopes	300.00	102.00
[illegible]	Lin. ft.	Removal of Curbs and Gutters	0.05	45.00
3,[illegible]	Sq. yds.	Removal of Old Pavement	0.30	1,140.00
[illegible]	Each	Removal of Catch Basins	5.00	15.00
[illegible]	Lin. ft.	8" Corrugated Iron Pipe	0.50	40.00
[illegible]	Lin. ft.	15" Concrete Pipe	1.75	1[illegible]5.00
6	Each	Concrete Catch Basins	30.00	180.00
7	Each	Concrete Catch Inlets	20.00	140.00
1	Each	Raising Manholes	20.00	20.00
3,[illegible]	Lin. ft.	Concrete Curbs and Gutters	0.80	2,[illegible].00
[illegible]	Sq. yds.	Concrete Sidewalks	1.50	1,275.00
70	Sq. yds.	Concrete Driveway Aprons	2.10	147.00
1,[illegible]	Cu. yds.	Gravel Base	1.10	1,540.00
[illegible]	Cu. yds.	1½" – 0" Material in Footpaths	1.50	180.00
20	Cu. yds.	3" – 0" Material in Shoulders and Surfacing	1.50	30.00
[illegible]	Cu. yds.	[illegible] – 0" Material in Cushion Course	1.50	450.00
[illegible]	Cu. yds.	[illegible] – 0" Material in Cushion Course	1.75	183.75
180	Cu. yds.	Filler	0.40	72.00
90	Yd. sta.	Hauling Filler	0.20	18.00
7,[illegible]	Sq. yds.	Portland Cement Concrete Pavement	1.50	11,[illegible].00
[illegible]	Lin. ft.	1" Expansion Joints	0.20	770.00
[illegible]	Lin. ft.	½" Expansion Joints	0.15	[illegible].00
[illegible]	Lin. ft.	Contraction Joints	0.03	1[illegible].00
[illegible]	Each	Dowels	0.08	940.00
[illegible]	Lbs.	Tie Bars and Reinforcement	0.06	480.00
10	Cu. yds.	Mineral Aggregate in Place	4.00	40.00
1.4	Tons	No. 3 Road Oil in Place	40.00	56.00
			Subtotal	$ 24,[illegible]
			10% Engr. & Cont.	2,[illegible]
			Total	$ 27,[illegible]
		Length	0.[illegible] mile	
		Cost per mile	$ 7[illegible]	

[illegible] Concrete Pavement (Sta. [illegible] to [illegible])

All Required		Clearing and Grubbing		$ [illegible].00
[illegible]	Cu. yds.	Excavation, Single Classif.	$ 0.50	[illegible]
[illegible]	Yd. sta.	Truck Haul	0.20	[illegible]
0.[illegible]	Mile	Finishing Roadbed and Slopes	300.00	[illegible]

44' Concrete Pavement (Sta. 1585+59.4 to 1603+79)

All Required		Clearing and Grubbing		$ 75.00
200	cu. yds.	Excavation, Single Classif.	$ 0.50	100.00
700	yd. mi.	Truck Haul	0.20	140.00
0.34	mile	Finishing Roadbed and Slopes	300.00	102.00
900	lin. ft.	Removal of Curbs and Gutters	0.05	45.00
3,800	sq. yds.	Removal of Old Pavement	0.30	1,140.00
3	only	Removal of Catch Basins	5.00	15.00
50	lin. ft.	8" Corrugated Iron Pipe	0.90	45.00
100	lin. ft.	12" Concrete Pipe	1.25	125.00
6	only	Concrete Catch Basins	30.00	180.00
2	only	Concrete Catch Inlets	30.00	60.00
1	only	Raising Manholes	20.00	20.00
3,100	lin. ft.	Concrete Curbs and Gutters	0.80	2,480.00
850	sq. yds.	Concrete Sidewalks	1.50	1,275.00
70	sq. yds.	Concrete Driveway Aprons	2.10	147.00
1,400	cu. yds.	Gravel Base	1.10	1,540.00
100	cu. yds.	1½" - 0" Material in Footpaths	1.50	150.00
20	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.50	30.00
320	cu. yds.	¾" - 0" Material in Cushion Course	1.50	480.00
105	cu. yds.	½" - 0" Material in Cushion Course	1.75	183.75
180	cu. yds.	Filler	0.40	72.00
90	yd. mi.	Hauling Filler	0.20	18.00
9,200	sq. yds.	Portland Cement Concrete Pavement	1.50	13,800.00
1,350	lin. ft.	¾" Expansion Joints	0.20	270.00
3,300	lin. ft.	⅜" Expansion Joints	0.15	495.00
4,600	lin. ft.	Contraction Joints	0.03	138.00
4,700	only	Dowels	0.20	940.00
7,800	lbs.	Tie Bars and Reinforcement	0.06	468.00
10	cu. yds.	Mineral Aggregate in Place	4.00	40.00
1.4	tons	No. 3 Road Oil in Place	40.00	56.00

Subtotal	$ 24,629
10% Engr. & Cont.	2,462
Total	$ 27,091

Length	0.344 mile
Cost per mile	$ 78,752

22' Concrete Pavement (Sta. 1606+29 to 1624+95)

All Required		Clearing and Grubbing		$ 75.00
600	cu. yds.	Excavation, Single Classif.	$ 0.50	300.00
800	yd. mi.	Truck Haul	0.20	160.00
0.35	mile	Finishing Roadbed and Slopes	300.00	105.00

190	lin. ft.	6" Perforated Concrete Pipe	$ 0.70	$ 133.00
70	lin. ft.	8" Corr. Iron Pipe	0.90	63.00
100	lin. ft.	12" Concrete Pipe	1.25	125.00
4	only	Concrete Catch Basins	30.00	120.00
4	only	Concrete Catch Inlets	30.00	120.00
30	cu. yds.	Gravel or Rock Backfill in Drains	2.00	60.00
250	lin. ft.	Concrete Curbs	0.60	150.00
2,140	cu. yds.	Gravel Base	1.10	2,354.00
140	cu. yds.	1¼" - 0" Material in Footpaths	1.50	210.00
420	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.50	630.00
175	cu. yds.	¾" - 0" Material in Cushion Course	1.50	262.50
60	cu. yds.	⅜" - 0" Material in Cushion Course	1.75	105.00
260	cu. yds.	Filler	0.40	104.00
130	yd. mi.	Hauling Filler	0.20	26.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.50	7,500.00
500	lin. ft.	¾" Expansion Joints	0.20	100.00
2,500	lin. ft.	Contraction Joints	0.03	75.00
2,600	only	Dowels	0.20	520.00
5,700	lbs.	Tie Bars and Reinforcement	0.06	342.00
35	cu. yds.	Mineral Aggregate in Place	4.00	140.00
5.4	tons	No. 3 Road Oil in Place	40.00	216.00
		Subtotal		$ 13,995
		10% Engr. & Cont.		1,399
		Total		$ 15,394

Length 0.353 mile
Cost per mile $ 43,609

WORK OUTSIDE OF CITY

22' Concrete Pavement (Sta. 1624+95 to 1632+38)

All Required		Clearing and Grubbing		$ 30.00
7,250	cu. yds.	Excavation, Single Classif.	$ 0.50	3,625.00
800	yd. mi.	Truck Haul	0.20	160.00
0.14	mile	Finishing Roadbed and Slopes	300.00	42.00
750	lin. ft.	Rounding Cutbanks	0.10	75.00
1,300	sq. yds.	Removal of Old Pavement	0.30	390.00
30	lin. ft.	12" Concrete Pipe	1.25	37.50
70	lin. ft.	18" Concrete Pipe	2.50	175.00
1,200	cu. yds.	Gravel Base	1.10	1,320.00
60	cu. yds.	1¼" - 0" Material in Footpaths	1.50	90.00
360	cu. yds.	¾" - 0" Material in Shoulders and Surfacing	1.50	540.00
90	cu. yds.	¾" - 0" Material in Cushion Course	1.50	135.00
30	cu. yds.	⅜" - 0" Material in Cushion Course	1.75	52.50

150	cu. yds.	Filler	$ 0.40	$ 60.00
75	yd. mi.	Hauling Filler	0.20	15.00
2,700	sq. yds.	Portland Cement Concrete Pavement	1.50	4,050.00
300	lin. ft.	½" Expansion Joints	0.20	60.00
1,400	lin. ft.	Contraction Joints	0.03	42.00
1,500	only	Dowels	0.20	300.00
1,500	lbs.	Tie Bars and Reinforcement	0.06	90.00
35	cu. yds.	Mineral Aggregate in Place	4.00	140.00
5.2	tons	No. 3 Road Oil in Place	40.00	208.00
150	cu. yds.	Salvaging Material from Detour Roadway	0.75	112.50
450	bbl.	Extra Cost of Early Strength Cement	0.25	112.50
			Subtotal	$ 11,862
			10% Engr. & Cont.	1,186
			Total	$ 13,048

Length 0.141 mile
Cost per mile $ 92,539

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
City of Roseburg			
Concrete Shoulders	$ 2,951	$ 1,800	$ 1,151
46' Roadway	27,091	16,525	10,566
22' Roadway	15,394	9,390	6,004
Outside City			
22' Roadway	13,048	7,960	5,088
	$ 58,484	$ 35,675	$ 22,809

#1951

RECEIVED
SEP 4 1937
FOR FILING
78-7

September 2, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of September 1st concerning the Andersen Construction Company Contract No. 1951, North Roseburg Section in Douglas County.

You are advised that this contract was completed July 3, 1937, and was accepted July 8, 1937. There has been a total of $2,058.27 in claims filed against this contract to date.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

RECEIVED
SEP 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

September 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Anderson Construction Co.
State of Oregon Contract #1951

Will you please tell us the completion and acceptance dates of the above indicated contract.

Have there been any liens filed at present writing?

We enclose a stamped self-addressed envelope for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:RS
Encl.

#1961

RECEIVED
SEP 2 1937
FOR FILING
78-7

August 31, 1937

CHURCHILL HARDWARE COMPANY, INC.
Ironmongers
202 N. Jackson Street
Roseburg, Oregon

Gentlemen:

We are in receipt of your letter of August 30, submitting a statement of claim in the amount of $12.87 due you from the Andersen Construction Company on their grading job on the North Roseburg Section of the Pacific Highway, in Douglas County, State Highway Commission Contract No. 1951.

In connection with this contract, the Andersen Construction Company furnished a bond for your protection, written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is resident agent, with offices in the Board of Trade Building, Portland. We are today notifying them (and also the contractor) of your claim and suggest that you do the same. Also, it would be well for you to send a notice to the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

encl.

August 31, 1937

U. S. FIDELITY & GUARANTY CO.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Churchill Hardware Company, Inc., Ironmongers, Roseburg, a letter stating that there is a balance due them of $12.87 from the Anderson Construction Company in connection with the North Roseburg job, State Highway Contract No. 1951.

We are sending you, as surety on the bond furnished by the contractor, this statement of claim, and trust that you will see that it is taken care of.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Anderson Construction Company

Churchill Hardware Company, Inc.
IRONMONGERS
202 N. JACKSON STREET
Roseburg, Oregon

Aug. 30, 1937.

RECEIVED
AUG 31 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon Highway Commission,
Salem, Ore.

Gentlemen,

We are enclosing a statement showing a balance of $12.87 due us from the Anderson Construction Co. on their grading job in this city. We understand you have not made a final settlement with them and we would like to be protected on this amount if possible.

Yourstruly,
CHURCHILL HDWE. CO.
Geo. D. [illegible]

#193

x

STATEMENT

Roseburg, Oregon, Aug 30 1937

Anderson Construction Co

(Roseburg Job)

IN ACCOUNT WITH

CHURCHILL HARDWARE CO.

All bills due and payable the first of month following purchase

June	11	*To Bal. Per Statement Rendered*	12 87
		To Mdse. Per Bill Rendered	

#1951

x

RECEIVED
AUG 26 1937
FOR FILING
78-7

August 25, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of August 24, enclosing three copies of a notice of claim by Roseburg Welding & Radiator Works, in the sum of $55.45, against Andersen Construction Company, for work on the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1951.

We shall see that a copy of this claim is sent to the contractor and to the surety on his bond.

Very truly yours,

Secretary

[illegible]

encl.

August 25, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of three copies of a notice of claim by Roseburg Welding & Radiator Works, in the amount of $53.45, against Andersen Construction Company, for labor and material furnished in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1951.

We are sending you, as surety on the bond, one of these copies of notice of claim. The other is being forwarded to the contractor.

Very truly yours,

Secretary

HM.

cc--Andersen Construction Co.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 24, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Roseburg Welding & Radiator Works for $53.45 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway in Douglas County, contract No. 1951, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

COPY

ROSEBURG WELDING & RADIATOR WORKS
J. F. Ospald, Proprietor
Electric and Acetylene Welding
Radiator Repairing

208 Court Street

Roseburg, Oregon

August 21, 1937

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Roseburg Welding & Radiator Works (or J. F. Ospald) has a claim for labor, and material furnished in the repair of road grading and hauling machinery in the sum of $53.45 against the bond taken from the Anderson Construction Co. and bonded through the United Fidelity & Guaranty Company, for the labor and material furnished in the repair of road grading and hauling machinery, used in the grading of the North Roseburg section of the Pacific Highway in Douglas County,

State Highway Commission Contract No. 1951.

Signed
Roseburg Welding & Radiator Works

Per. J. F. Ospald

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 1937
FOR FILING

78-F

RECEIVED
AUG 26 1937

August 25, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The estimate left here June 22, 1937 by Mr. Paxson as a basis for the proposed project agreement for Oregon NRM 78-F, Roseburg Section of the Pacific Highway, carries items of metal reinforcement of 210,000 lbs. for the retaining wall and fence and 23,000 lbs. for the Deer Creek Bridge instead of 21,000 lbs. and 230,000 lbs. respectively, as shown in the P.S.& E. Please submit seven copies of a corrected estimate, making the consequent changes in costs.

We note that the roadway portion of the project has been cut off at the city limits in line with our letter of January 20, 1937, and reductions made in the roadway items. As no change has been made in the quantities for unclassified excavation and overhaul, we presume you consider such material, all of which is hauled to make embankments within the limits of the project, as a participating item.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
AUG 26 1937
FOR FILING
78-7

#1951

August 25, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of claim by L. W. Metzger Company, Roseburg, in the amount of $[illegible].70, for supplies furnished the Andersen Construction Company. The job is not stated but presumably it was in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, State Highway Commission Contract No. 1951.

We are sending this notice of claim to you as surety on the job, with copy to the contractor, and trust that it will be promptly taken care of.

Very truly yours,

Secretary

[illegible]

cc - Andersen Construction Co.

August 25, 1937

L. W. METZGER COMPANY
Roseburg
Oregon

Gentlemen:

We are in receipt of your letter of August 18, enclosing statement of your account against the Andersen Construction Company, in the amount of $59.70, for supplies furnished in connection, I presume, with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, Contract No. 1951.

We are sending notice of your claim to the surety on the bond furnished by the contractor for your protection, and we suggest that you do the same. This is the United States Fidelity & Guaranty Company, for whom Walter F. Cline is resident agent, with offices in the Board of Trade Building, Portland. If you do not secure satisfaction thereby, you should file notice of your claim with the Secretary of State in compliance with the provisions of Chapter 260, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance.

Very truly yours,

Secretary

[illegible]

COR. MILL & MOSHER

TELEPHONE 362

L. W. METZGER COMPANY

GENERAL BUILDING MATERIAL
LUMBER - MILLWORK - BOXES

Roseburg, Oregon Aug. 18, 1937.

CEIVED
UG 20 1937
OREGON
GHWAY COMMISSION

Oregon State Highway Dept.,
Roseburg, Ore.

Gentlemen:

We are enclosing herewith our bill against the Anderson Construction Co. in the amount of $39.70.

We understand that this company are having financial difficulties and that you are sending all bills to the Bonding Company.

Yours very truly,

L. W. METZGER COMPANY

By L W Metzger

EGM
Enc.

RECEIVED
AUG 19 1937
ROSEBURG DIVN. OFFICE

STATEMENT

Aug. 18, 1937

Anderson Construction Co.,
Roseburg, Ore.

In Account With

L. W. METZGER CO.

COR. MILL & MOSHER STS. PHONE 362 ROSEBURG, OREGON

Inv. No.

May 1st		
30 joints 6" sewer at 70		21.00
1 sack cement		.90
Sand		.20
May 2nd		
1 sack cement		.90
May 4th		
1 sack cement		.90
1 sack sand		.20
May 10th		
4 sacks cement		3.60
May 11th		
2 sacks cement		1.80
June 16th		
3 bundles shingles		2.50
Nails		.10
Glazing 8 sash 24x32		9.60
		41.70
Credit		
May 18th		
Lime 80 lbs.	1.60	
1/2 sk. cement	.40	2.00
		$39.70

RECEIVED
AUG 19 1937
ROSEBURG DIVN. OFFICE

Terms: Net Cash. No Discount Allowed. 8% Interest Charged on Past Due Accounts.

CONTINUOUS INTERFOLD—A REDIFORM PRODUCT—MFD. BY PAC. MAN. BK. CO., PORTLAND, ORE.

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 24 1937
FOR FILING
78-7

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

August 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

Dear Sir:

I am sending you herewith Price Agreement No. 1, North Roseburg Section of the Pacific Highway.

This agreement covers the grading of the lot owned by E. J. Rogers at the north end of the project.

The Commission approved this work but as it concerns a right of way adjustment it should be approved by Mr. Bowers.

Very truly yours,

K. D. LYTLE
Division Engineer

State Highway Engineer

KDL:ls
Encl.
cc: R. H. Baldock

#1951

RECEIVED
AUG 16 1937
FOR FILING
78-7

August 14, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mr. E. B. Lytle, Division Engineer, Roseburg, under date of August 10, notifying us of two claims against the Anderson Construction Company in addition to the list formerly sent us by him and forwarded by us to you.

These claims are for work and materials furnished in connection with the grading of the North Roseburg Section of the Pacific Highway, in Douglas County, and are as follows:

Roseburg Plumbing and Heating Company————	$197.22
J. S. McDonald, Electrician	14.00

We are forwarding you, as surety on the contractor's bond, this notice of claims, and trust you will see that they receive prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - E. B. Lytle
Anderson Construction Company

7

5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

James McFarland

Aug. 10th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In addition to the list of bills that we sent you, which were turned over to us by the Anderson Construction Company's creditors, two additional bills have been received:
One from the Roseburg Plumbing & Heating Company for $197.22
and one from J. S. McDonald—Electrician for $14.00.

These creditors state that they do not receive any answer from the company when bills are submitted.

Very truly yours,

K. D. LYTLE
Division Engineer

By Raymond Walsh

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

RECEIVED
AUG 16 1937
FOR FILING

78-7

August 14, 1937

PAGE LUMBER & FUEL COMPANY
908 N. Jackson Street
Roseburg, Oregon

Attention M. A. Page, Sec.-Treas.

Dear Sirs:

This will acknowledge receipt of your letter of August 12, notifying us of your claim against Anderson Construction Company in the amount of $27.13 for work in Roseburg, presumably in connection with the grading of the North Roseburg Section of the Pacific Highway.

We are today notifying the surety on the bond furnished by the contractor for your protection, of your claim, and suggest that you do the same. The surety in this case is the U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is resident agent, with offices in the Board of Trade Building, Portland. If you do not secure satisfaction through them, you should notify the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MML

encl.

#1951

August 14, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from PAGE LUMBER AND FUEL COMPANY, Roseburg, notifying us of their claim in the amount of $27.15 against Anderson construction Company, for work in Roseburg, presumably in connection with Contract No. 1951, for grading the North Roseburg Section of the Pacific Highway.

This notice is being sent you as surety on the bond furnished by the contractor and we trust that you will see that it is given prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - Anderson Construction Company
2603 N. E. 36th Avenue, Portland

[illegible]

ALL AGREEMENTS CONTINGENT UPON STRIKES, AC R OTHER CAUSES OF DELAY BEYOND OUR CONT IS SUBJECT TO CHANGE WITHOUT NOTICE.

C. H. PAGE, PRESIDENT

HOMES
Lumber to Build Them
Paint to Beautify Them
Fuel to Heat Them

M. A. PAGE, SECRETARY-TREASURER

Page Lumber and Fuel Company

Hardware, Paints, Windows, Doors and Frame Materials, Lath, Brick and Tile,
Wood and Coal, Asphalt Shingles

709 N. Jackson St. *Phone 242*

ROSEBURG, OREGON

August 12, 1937.

Mr. S. H. Probert, Office Engineer,
State Highway Dept.,
Salem, Ore.

Dear Sir:-

Enclosed herewith you will find an itemized bill for lumber furnished Anderson Construction Co. for work here in Roseburg, Ore.

We have presented this bill to them several times with no results, so are sending it to you. As you see, this material was furnished more than three months ago, and the account should have been paid long ago.

Very truly yours,

Page Lumber & Fuel Co.,

By M. A. Page Sec. Treas.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. M. PAGE, PRESIDENT

M. A. PAGE, SECRETARY-TREASURER

Roseburg, Oregon, Aug 1 1932

M Anderson Construction Co.

IN ACCOUNT WITH
PAGE LUMBER AND FUEL COMPANY
709 NORTH JACKSON STREET. PHONE 242
Lumber, Building Material and Fuel

HOMES | *Lumber to Build Them*
Paint to Beautify Them
Fuel to Heat Them

Hardware, Paint, Windows, Doors and Frame Materials, Lath, Brick, Tile, Wood and Coal

Apr	2.	4-3x12-16	R.	192 ft.		4 22.
	20	10-3x12-16	R.	480		
		10-1x12-16	"	160	640	14 08
	30	6-2x12-16	"	192		4 22
May	5.	8-2x12-16	" #2	256		4 61
						27 13

I certify that the foregoing account is correct and just, and that payment therefor has not been received.

M. A. Page Sec.-Treas.
Page Lumber & Fuel Co.

Raymond Walsh
Office Engineer

cc. R. H. Baldock

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 14 1937
FOR FILING

78-2

RECEIVED
AUG 12 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE

Aug. 11th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

The corrected semi-final estimate on the North Roseburg Grading, Contract 1951, is being returned to you by express.

A copy of A. J. Ford's letter relating to this estimate is attached hereto.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

KDL:AF

#1952

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 14 1937
FOR FILING

78-7

Aug. 10th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

In addition to the list of bills that we sent you, which were turned over to us by the Anderson Construction Company's creditors, two additional bills have been received: One from the Roseburg Plumbing & Heating Company for $197.22 and one from J. S. McDonald—Electrician for $14.00.

These creditors state that they do not receive any answer from the company when bills are submitted.

Very truly yours,
R. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

#1952

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 11 1937
FOR FILING
78-7

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

Aug. 9th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have received a copy of a letter dated July 26th, addressed to you, which was written by Mr. Devers concerning the bills submitted by the California Oregon Power Company covering the work performed by them in connection with the State Highway construction in Roseburg.

I would recommend that we do not pay for any of the work or expense involved in the re-construction of the electric distribution system as the ordinance under which this company operates provides that they shall re-arrange their facilities without cost at any time the streets are improved.

A copy of this ordinance is attached hereto for your consideration.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓
cc. J. M. Devers

KDL:AF

#1952

RECEIVED
AUG 30 1937
FILING

78-7

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY.

August 7, 1937.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 46552 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Bridge over Deer Creek, and retaining wall, on Pacific Highway in Roseburg, Douglas County, Oregon. Contract No. 1952.

Gentlemen:

At the request of the Mountain States Construction Co. we are enclosing herewith consent of the Maryland Casualty Company to final payment being made on the above-captioned contract.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F Tennard
Surety Bond Department.

FT
Enc.

File

noted
Aug 8/9

#1951

RECEIVED
AUG 7 1937
FOR FILING
78-7

August 6, 1937

Mr. E. R. Metzger
ROSEBURG SAND AND GRAVEL COMPANY
Roseburg, Oregon

Dear Sir:

This acknowledges receipt of your communication of August 5 advising of your claim in the amount of $446.45 for labor furnished in connection with the Andersen Construction Company's contract for the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, Contract No. 1951.

The contractors, Andersen Construction Company, were required to furnish the state with a surety bond for the protection of claims and to insure satisfactory completion of the contract. We offer this bond for your protection. It was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is resident agent, with offices in the Board of Trade Building, Portland. I am today notifying the bonding company of your claim but would suggest that you also file your claim with them and with the contractors. If you do not secure satisfaction by so doing, then file your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

Secretary

MEL

August 6, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from Mr. E. R. Metzger, of the Roseburg Sand and Gravel Company, of his claim against Andersen Construction Company for labor and services in the amount of $446.46 in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, State Highway Commission Contract No. 1951.

A copy of this claim is enclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

Secretary

[illegible]

E. R. METZGER

ROSEBURG SAND & GRAVEL CO.

ROSEBURG, OREGON

RECEIVED
AUG 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

8/5/37

Ore. State Highway Comm.
Salem.
Ore.

Dear Sirs:

Enclosed herewith kindly find bill against the Anderson Construction Co on their North Roseburg grading Job.

Would you kindly hold same against their final estimate.

Very truly yours

E R Metzger

BURG, OREGON, 7/31 1937

M Anderson Const Co
Portland Ore.

IN ACCOUNT WITH

E. R. METZGER

116 BROCKWAY ST.

CONCRETE CONSTRUCTION AND GENERAL CONTRACTING

TELEPHONE 202-Y

North Roseburg Grading Job.

Use of Gas Shovel

May	11	moving – 2 hrs. Truck & 2 men		$4.00
	11	work with Shovel	1½ hrs	6.00
	12	" " "	10 "	40.00
	13	" " "	10½ "	42.00
	14	" " "	8 "	32.00
	15	" " "	7¾ "	31.00
	"	Moving "	¾ "	1.50
June	17	" "	2 "	4.00
	"	Work " "	5 "	20.00
	18	" " "	9 "	36.00
	21	Moving "	1½ "	3.00
	25	" "	1½ "	3.00
	"	Work " "	5 "	20.00
	26	" " "	11 "	44.00
	"	Moving "	1½ "	3.00
		Total Shovel		$289.50
		Mw Bill – 6 yds road –		5.95
		Total Backfill State Estimate – 116 yds @ 1.25		145.00
June	17	7½ yds road rock @ .80		6.00
				$446.45

No part has been paid

FORM 2-A-1 [illegible] 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
AUG 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

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AUG 12 1937
FOR FILING
74-7

August 5, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Please send Norris Bowker, Clerk of Douglas County Court, Roseburg Oregon, a copy of the plans and specification for the North Roseburg Paving Contract 1936.

Also please send Mr. Bowker one copy of drawing #1B-1-1706.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

NOTED
State Highway Engineer

#1951

RECEIVED
AUG 3 1937
FOR FILING
78-7

August 2, 1937

ROSEBURG WELDING AND RADIATOR WORKS
R oseburg, Oregon

Attention Mr. J. F. Ospald

Gentlemen:

This acknowledges receipt of your letter of July 30, notifying us of your claim in the amount of $53.45 against Andersen Construction Company for labor and material furnished in the repair of road grading and hauling machinery. I presume this claim is in connection with the grading of the North Roseburg Section of the Pacific Highway, in Douglas County, State Highway Commission Contract No. 1951.

We are today notifying the contractor and bonding company of your claim and suggest that you do likewise, as there is offered for your protection a bond written by the United States Fidelity and Guaranty Company, for whom Walter F. Cline is agent, with offices in the Board of Trade Building, Portland, Oregon. If you do not secure satisfaction by so doing, then file your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

Secretary

MEL

encl.

August 2, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
    Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the Roseburg Welding and Radiator Works (or J. F. Ospald) notice of claim against Andersen Construction Company in the amount of $53.46 for labor and material furnished in the repair of road grading and hauling of machinery, presumably in the performance of State Highway Commission Contract No. 1951 for the grading of the North Roseburg Section of the Pacific Highway, in Douglas County.

This notice is being sent you inasmuch as you are surety on the bond furnished by the contractor, to whom also we are sending notice.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Co.
     2805 N.E. 36th Avenue, Portland

RECEIVED
AUG 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

Roseburg, Oregon.
July 30 1937

Oregon State Highway Commission.
Salem, Oregon.

Notice hereby is given that the undersigned Roseburg Welding & Radiator Works (or J.F.Ospald) has a claim for labor, and material furnished in the repair of road grading and hauling machinery in the sum of $53.45 against the bond taken from Anderson Construction Co. and bonded through the United Fidelity & Guaranty Company, for the labor and material furnished in the repair of road grading and hauling machinery.

Signed.
Roseburg Welding & Radiator Works.
Per. J. F. Ospald

Roseburg, July 13 1937

M. Anderson Construction Company.

Madras, Oregon.

EXPERT RADIATOR REPAIRING! All Work Guaranteed

In Account with

ROSEBURG WELDING & RADIATOR WORKS

J. F. Ospald, Proprietor

PORTABLE ELECTRIC and ACETYLENE WELDING OUTFITS

RADIATOR REPAIRING

509 N. MAIN STREET

Mar.	8	Welding barrel pump	$ 1.50
	15	Weld & reinforce arm of Bulldozer	4.00
	27	Remove,straighten,weld ,reinforce & assemble spring shackle bracket & weld cross member,Labor, welding & bolts on J.A.Johnson Truck No.29	5.75
Apr.	19	Weld head light bracket (Guy Metcalf)	.50
	22	Braze head light bracket for Guy Metcalf	.50
May	7	6'of 6 x 2" steel & welding on U brace for shovel stick	13.20
		Weld braken parts of shovel at job	12.50
		Cut off water pipe on bank	1.25
	10	Weld U brace to shovel stick at job	5.50
		Weld exhaust pipe (Shovel)	.50
		Weld tail gate brackets for J.A.Johnson Truck No.33	2.50
June	3	Build up side cutters of Bulldozer	4.00
	9	Shorten friction bands for shovel	1.25
		Weld hole in gear housing of shovel	.50
			$53.45

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78-7

July 30, 1937

Mr. J. M. Devers
Attorney
OFFICE

Dear Sir:

The State Highway Commission on July 29 approved doing some additional work on the Rogers property at Roseburg, so that his tourist cabins will be located in the same relative position they occupied before the new highway was constructed in front of the same. The estimated cost of this work is in the neighborhood of $1,079.00.

Very truly yours,

Secretary

HBG:MBL

cc - R H Baldock

#1951

RECEIVED
JUL 31 1937
FOR FILING
78-7

July 29, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Andersen Construction Company on Contract No. 1951, North Roseburg Section of the Pacific Highway in Douglas County. This payment will be made on or after August 7, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 31 1937
FOR FILING

78-7

July 29, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of July 28, enclosing three copies of a notice of claim by A. E. Kroake for $6.50 against Andersen Construction Company for work on the North Roseburg Section of the Pacific Highway, in Douglas County.

We are forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours,

Secretary

[illegible]

July 29, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State notice of a claim by A. R. Kremke for $6.50 against the Andersen Construction Company for labor and materials furnished in connection with work on the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission contract No. 1951.

Copy of this notice is handed you herewith, since you are surety on the bond furnished by the contractor.

Very truly yours,

Secretary

[illegible]

cc - Andersen Construction Co.
2608 N. E. 26th Avenue, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 28, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by A. R. Kronke for $6.50 against the bond taken from Anderson Construction Company and United Fidelity & Guaranty Company, for work on the North Roseburg Section of the Pacific Highway in Douglas County, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
JUL 29 1937
OREGON
STATE HIGHWAY COMMISSION

COPY

1034 Winchester Street,
Roseburg, Oregon,
July 21, 1937.

To the State of Oregon:

Notice is hereby given that the undersigned, A. R. Kronke, has a claim for repairing roof, for shingles, paint and labor, and re-kalsomining ceiling for material and labor, caused by damage by blasted rocks for the sum of Six and 50/100 dollars ($6.50) against the bond taken from Andersen Construction Company and the United Fidelity and Guaranty Company (Walter F.Cline, Agent, Board of Trade Building, Portland) for the work of grading of the North Roseburg Section of the Pacific Highway, Douglas County.

A. R. KRONKE

#1951

RECEIVED
JUL 31 1937
FOR FILING

78-7

July 28, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of July 27, enclosing three copies of a claim by Heath & Metcalf for $200.00 against Andersen Construction Company, for work on the North Roseburg Section of the Pacific Highway in the performance of State Highway Commission Contract No. 1951.

We are forwarding copies of this notice of claim to the contractor and to the surety on the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

July 24, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State, enclosing three copies of a notice of claim by Heath & Metcalf for $200.00 against Andersen Construction Company for work on the North Roseburg Section of the Pacific Highway, in the performance of State Highway Commission Contract No. 1951.

Inasmuch as you are surety on the bond furnished by the contractor, we are forwarding to you herewith one of the notices of claim.

Very truly yours,

Secretary

HM.

encl.

cc - Andersen Construction Co.
2806 N.E. 56th Avenue, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 27, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Heath & Metcalf for $200.00 against the bond taken from Andersen Construction Company, principal, and U.S.Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
JUL 28 1937
OREGON
STATE HIGHWAY COMMISSION

asked the Commission to [illegible]

COPY

709 S. E. 33rd St.
Portland, Oregon

Mr. Earl Snell
Secretary of State
State Office Bldg.
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned HEATH & METCALF has a claim for Contract No. 1951 - North Roseburg Section of the Pacific Highway in Douglas County, 0.7 miles grading from the Andersen Construction Company, 2603 N. E. 36th Ave., Portland, Oregon, in the amount of $200.00 from balance due sub-hauling contract. Total amount of the contract is $3600.00; $3400.00 of which has been paid, $200.00 still due against the bond taken from the United States Fidelity and Guaranty Company, Walter F.Cline, Agent, Board of Trade Bldg., Portland, Oregon.

Contract completed July 5, 1937, accepted July 8th, 1937.

Very truly yours,

HEATH & METCALF

Floyd Heath

Guy Metcalf

Endorsed: File No. 2678
Filed Jul 27, 1937
EARL SNELL
Secretary of State

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JUL 29 1937
FOR FILING

78-7

July 28, 1937

Edlefsen-Weygandt Co.
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1993 awarded to you on July 8, 1937 for the paving of the North Roseburg Section of the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HI

The Engineer asked the Commission to confirm the awards of

#1951

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FOR FILING
98-7

July 27, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of July 22, enclosing three copies of a notice of claim by Hansen Motor Company for $145.16 against Andersen Construction Company, for work on State Highway Contract No. 1951, for grading on the North Roseburg Section of the Pacific Highway, in Douglas County.

Copies of this claim are being sent to the contractor and to the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

July 27, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notice of claim by Hansen Motor Company against Andersen Construction Company, in the amount of $145-16, for labor, material and gasoline performed and furnished in connection with State Highway Commission Contract No. 1951, for grading the North Roseburg Section of the Pacific Highway, in Douglas County.

Copy of this notice is handed you herewith inasmuch as you appear as surety on the bond furnished by the contractor, to whom also copy is being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company
2605 N. E. 36th Ave., Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 22, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Hansen Motor Company for $143.16 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on state highway contract No. 1951, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:M
enc. 3

COPY

HANSEN MOTOR COMPANY
Hans T. Hansen, Proprietor
Roseburg, Oregon

July 21, 1937.

Secretary of State
Salem,
Ore.

Dear Sir:-

Notice is hereby given that the undersigned, Hansen Motor Company, Roseburg, Oreg., has a claim for parts, material and labor and gasoline performed and furnished in the sum of One hundred forty three dollars and sixteen cents ($143.16) against the bond taken from United States Fidelity & Guaranty Company (Walter F. Cline, Board of Trade Bld. Portland Ore. Agent) and Anderson Construction Company for the State Highway Contract #1951 at Roseburg, Ore. An itemized bill of said labor and materials is herewith attached.

Very truly yours,

HANSEN MOTOR CO.

E. W. Wiley
Asst. Mgr.

* * * * * * * * * * * * * * *

July 21, 1937

Anderson Contruction Company
Portland, Oregon

3/8/37	4446	tune motor	2.65	1936 Ford Pickup
		adjust Brakes	1.40	By Carl LaCont
		repair fender	4.40	
		Parts	1.55	
		Out side work	.75	
3/11/37	4412	Wash & Polish		
		Repair Body		
		Overhaul Motor	47.70	
		parts	26.50	Chrysler
		6 Qts oil	1.80	By Carl La Cont
3/16/37	7453	parts	.60	
3/26/37	4675	Repair fender		
		& running board	13.15	
		Duco	1.00	
4/8/37	8024	Battery less old	6.75	
4/9/37	4812	Lub. Gas & Oil	4.33	
4/14/37	4874	Wash & Clean	1.75	
4/17/37	4903	Complete Clean-		
		up & chech over	4.95	
4/20/37	4943	Reling brake shoe		
		for Cat.	1.75	
		Parts	.60	
4/24/37	21	Recharge 3 Bat.	3.00	
5/15/37	236	Repair Running		
		Board & Lub.	4.40	
		Gas & Oil	4.61	
5/17/37	7737	Gas — Road		
		Grader & Pickup	9.52	E. T. McIntosh
			143.16	

Endorsed: File No. 2670
Filed July 22, 1937, EARL SNELL, Secretary of State

#1951

RECEIVED
JUL 29 1937
FOR FILING
7F-7

July 27, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of July 23, enclosing three copies of a notice of claim by Douglas County Farm Bureau Cooperative Exchange in the amount of $42.50 against Andersen Construction Company, for tractor parts, labor, and oil, furnished in the construction of the North Roseburg Section of the Pacific Highway, Douglas County, being State Highway Commission Contract No. 1951.

Copies of this notice will be forwarded to the contractor and to the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MM

July 27, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of notice of claim by Douglas County Farm Bureau Co-operative Exchange, in the amount of $42.50, against Andersen Construction Company, for tractor parts, labor, and oil furnished in the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1951

Copy of this notice is handed you herewith since you appear as surety on the bond furnished by the contractor, to whom also copy is being sent.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HK.

cc - Andersen Construction Company
2605 N. E. 36th Avenue, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

July 23, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Douglas County Farm Bureau Cooperative Exchange for $42.39 against the bond taken from Anderson Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway, which was received and filed in this office as of July 22nd.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

DOUGLAS COUNTY
FARM BUREAU CO-OPERATIVE EXCHANGE
Roseburg, Oregon

P. O. Box 827
Phone 98, Roseburg

July 21, 1937

To the State of Oregon:

Notice hereby is given that the undersigned, the Douglas County Farm Bureau Cooperative Exchange, has a claim for tractor parts, labor and oil in the sum of Forty Two Dollars and Thirty-nine cents ($42.39) against the bond taken from the Anderson Construction Company and the United Fidelity and Guaranty Company for the work of grading the North Roseburg Section of the Pacific Highway.

Douglas County Farm Bureau Cooperative Exchange

ANDREW J. TOWNSEND
Assist. Mgr.

c. c. to the Anderson Contruction Company

Endorsed: File No. 2671
EARL SNELL
Secretary of State

#1951

RECEIVED
JUL 29 1937
FOR FILING

78-7

July 27, 1937

Hon Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of July 26, enclosing three copies of a notice of claim by Woodcock & Fogel for $36.20 against Andersen Construction Company for blacksmith work performed in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, being StateeHighway Commission Contract No. 1951.

Copies of this notice will be sent to the contractor and to the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

July 27, 1937

U. S. FIDELITY & GUARANTY COMPANY
    Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Woodcock & Fogel for $36.20 against Anderson Co nstruction Company for blacksmith work performed in connection with the construction of the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1951

Copy of this notice is handed you herewith inasmuch as you appear as surety on the bond furnished by the contractor, to whom also copy is being send.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Anderson Construction Company
    2605 N. E. 36th Avenue, Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 27 1937
OREGON
STATE HIGHWAY COMMISSION

July 26, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Woodcock & Fogel for $36.20 against the bond taken from Anderson Construction Company, principal, and United Fidelity & Guaranty Company, surety, for work on the North Roseburg Section of the Pacific Highway, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

COPY

TO: Earl Snell, Secretary of State, and

TO: Henry F. Cabell; E. B. Aldrich; and
F. L. Tou Velle, Commissioners
comprising the Oregon State Highway Commission
of the State of Oregon,

Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, a partnership doing business under the name of Woodcock & Fogel has a claim for blacksmith work performed between about the first day of May, 1937, and the 12th day of June, 1937, in the sum of Thirty-six and 20/100 Dollars ($36.20) against the bond taken from Anderson Construction Company as principal and United Fidelity and Guaranty Company as surety upon such bond for the work of performing various blacksmithing services and furnishing certain blacksmithing materials furnished in connection with State Highway Commission contract No. 1951 for the grading of the North Roseburg section of the Pacific Highway in Douglas County, Oregon.

Dated this 21st day of July, 1937.

WOODCOCK & FOGEL

By E. E. Woodcock
Member of Firm

Endorsed: File No. 2673
Filed July 26, 1937
EARL SNELL
Secretary of State

TO: Earl Snell, Secretary of State, and

TO: Henry F. Cabell; E.B.Aldrich; and
F. L. Tou Velle, Commissioners
comprising the Oregon State Highway Commission
of the State of Oregon,

Salem, Oregon.

RECEIVED
JUL 26 1937
STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that the undersigned, a partnership doing business under the name of Woodcock & Fogel has a claim for blacksmith work performed between about the first day of May, 1937, and the 12th day of June, 1937, in the sum of Thirty-six and 20/100 Dollars ($36.20) against the bond taken from Andersen Construction Company as principal and United Fidelity and Guaranty Company as surety upon such bond for the work of performing various blacksmithing services and furnishing certain blacksmithing materials furnished in connection with State Highway Commission contract No. 1951 for the grading of the North Roseburg section of the Pacific Highway in Douglas County, Oregon.

Dated this 21st day of July, 1937.

WOODCOCK & FOGEL

By E E Woodcock
Member of Firm

Form 388—5M—12-36

78-7

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1937

Section	North Roseburg	*Kind of work*	Grading
Highway	Pacific	*Section prefix*	10-1015
Contractor	Andersen Const. Co.	*Contract number*	1951
Date of contract	Feb. 18, 1937	*Date of completion*	August 15, 1937
Date work started	March 5, 1937	~~*Estimated*~~ *date of completion*	July 3, 1937
Amount of contract	$ 23,932 40	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $ [illegible]

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1517, 6.3 %

Date project was completed July 23, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Turned in semi-final estimate on this project July 23.

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1937
CONST

Signed A. J. Ford
A. J. Ford, Res. Eng'r.,

Address Box 551, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1051
#1951

RECEIVED
JUL 20 1937
FOR FILING

7k-7

July 20, 1937

UNITED STATES FIDELITY & GUARANTY CO.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been notified of the following claims against the Andersen Construction Company in connection with State Highway Commission Contract No. 1951 for the grading of the North Roseburg Section of the Pacific Highway, in Douglas County:

Douglas County Farm Bureau Cooperative Exchange -	$42.30
Woodcock & Fengel - - - - - - - - - - - - - - -	$36.20
Roseburg Welding & Radiator Works - - - - - - -	$58.45

This notice is being sent you as surety on the bond furnished by the contractor, to whom also we are sending notice.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company
2605 N.E. 30th Avenue
Portland

#1951

July 20, 1937

ROSEBURG WELDING AND RADIATOR WORKS
Roseburg
Oregon

Gentlemen:

We have received through Mr. K. D. Lytle, Division Engineer, notice of your claim, in the amount of $55.45, against Andersen Construction Company, in connection with State Highway Commission Contract No. 1951, for the grading of the North Roseburg Section of the Pacific Highway, in Douglas County.

We offer for your protection a bond issued by the United Fidelity & Guaranty Company (Walter F. Cline, Agent, Board of Trade Building, Portland) and we suggest that, in accordance with the provisions of Chapter 280, Oregon Laws 1931, you file notice of your claim with the Secretary of State. Mimeographed copy of the chapter referred to is enclosed, wherein you will find a suggested form for the filing of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

MM.

encl.

#125

July 20, 1937

Douglas County Farm Bureau
Cooperative Exchange
Roseburg, Oregon

Gentlemen:

We have received through Mr. K. B. Lytle, Division Engineer, notice of your claim against Anderson Construction Company in connection with Contract No. 1951 for the grading of the North Roseburg Section of the Pacific Highway, in Douglas County, for $42.59.

We offer for your protection a bond issued by the United Fidelity & Guaranty Company (Walter F. Cline, Agent, Board of Trade Building, Portland), and advise that, in accordance with the provisions of Chapter 280, Oregon Laws 1931, you should file notice of your claim with the Secretary of State. A mimeographed copy of the portion of the law referred to is enclosed, wherein you will find a suggested form for the filing of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

encl.

#1951

July 20, 1937

WOODCOCK & FOEGEL
Roseburg
Oregon

Gentlemen:

We have received through Mr. E. D. Lytle, Division Engineer, notice of your claim, in the amount of $56.20, against Andersen Construction Company in connection with State Highway Commision Contract. No. 1951 for the grading of the North Roseburg Section of the Pacific Highway, in Douglas County.

We offer for your protection a bond issued by the United Fidelity & Guaranty Company (Walter F. Cline, Agent, Board of Trade Building, Portland) and we suggest that, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed, you file notice of your claim with the Secretary of State. Suggested form for such notice is given.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#1951

2M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

July 17th, 1937

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Creditors of the Anderson Construction Company have been phoning this office complaining that they receive no answer from bills submitted to the company.

The following bills have been sent to this office:

Douglas County Farm Bureau Co-Operative Exchange - $42.39

Woodcock & Foegel - - - - - - - - - - - - - - - - - $36.20

Roseburg Welding & Radiator Works - - - - - - - - - -$53.45

There also are other outstanding accounts against this company.

Please retain final payment to this company until these bills have been paid.

Very truly yours,

K. D. LYTLE
Division Engineer

By Raymond Walsh

Raymond Walsh
Office Engineer

cc. R. H. Baldock
cc. Anderson Construction Co.

RW:AF

#1951

RECEIVED
JUL 20 1937
FOR FILING
78-7

July 19, 1937

HANSEN MOTOR COMPANY
Roseburg
Oregon

Attention E. E. Wiley, Asst. Mgr.

Gentlemen:

This acknowledges receipt of your letter of July 15 inquiring as to the status of your claim against the Andersen Construction Company in the amount of $143.16 for repairs to trucks and a car in connection with State Highway Contract No. 1951.

We offer for your protection bond of the United States Fidelity & Guaranty Company, for whom Walter F. Cline is agent, with offices in the Board of Trade Building, Portland. If you have not already done so, notice of your claim should be filed with the Secretary of State in form substantially as outlined in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931. From there, copies of your notice of claim will reach the contractor and the surety on his bond. This notice of claim should be filed within six months from the date of acceptance of the contract, which was July 8, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

RRL

encl.

SALES AND SERVICE

TELEPHONE 446

HANSEN MOTOR COMPANY
HANS T. HANSEN, PROPRIETOR
ROSEBURG, OREGON

July 15, 1937.

RECEIVED
JUL 17 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem,
Ore.

Gentlemen;-

We have a bill against the Anderson Construction Co in the amount of $143.16 for repairs to trucks and a car on State Highway Job #1951.

This bill was for items from March 1st to May 15th and we have been unable to collect from said Company altho sending them monthly statements each month.

We understand that the State will protect us on this account as long as we have filed it with your Dept. which we did some time ago. Is this correct and can we depend upon payment of this account before the entire contract is settled for by the State with the Anderson Construction Co?

Your advice will be appreciated.

Very truly yours,
HANSEN MOTOR CO.
E W Wiley
Asst. Mgr.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 19 1937

78-7

July 17th, 1937

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

Creditors of the Anderson Construction Company have been phoning this office complaining that they receive no answer from bills submitted to the company.

The following bills have been sent to this office:

Douglas County Farm Bureau Co-Operative Exchange - $42.39

Woodcock & Feegel - - - - - - - - - - - - - - - - $36.90

Roseburg Welding & Radiator Works - - - - - - - - - $35.45

There also are other outstanding accounts against this company.

Please retain final payment to this company until these bills have been paid.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock
cc. Anderson Construction Co.

RW:AF

NOTED
C. B. McCullough

RECEIVED
JUL 16 1937
FOR FILING
78-7

July 15, 1937.

Edlefsen-Weygandt Co.,
9233 No. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 1993 which was awarded to you on July 8, covering the 0.91 mile of paving on the North Roseburg Section of the Pacific Highway in Douglas County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. A copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed sheet immediately preceding the printed Special Provisions which relates to payment by the contractor for amounts due hospital associations, et cetera.

You are requested to immediately notify the National Reemployment Service of the approximate date work will begin on this project and the number and classification of men required to carry on such work.

Yours very truly,

MC

Secretary

RECEIVED
JUL 10 1937
FOR FILING
78-7

July 9, 1937

Edlefsen-Weygandt Company
9233 North Calvert
Portland, Oregon

Gentlemen:

The State Highway Commission awarded to you at its meeting on July 8 the contract for 0.91 mile Portland cement concrete pavement on the North Roseburg Section of the Pacific Highway in Douglas County. This award was based on your bid of $53,179.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AS

cc - Mr. Probert

(Copy Mr. Lytle)

RECEIVED
SEP 7 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 78-F

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 78-F, North Roseburg section of the Pacific Highway, to Edlefsen-Weygandt Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1952

RECEIVED
AUG 6 1937
FOR FILING
98-7

July 6, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Contract 1952, Mountain States Construction Company, contractors, for construction of the Deer Creek Bridge and retaining wall (Bridge Nos. 2279 and 2280) in Douglas County was completed June 30, 1937. Acceptance of this project and permission to pay final estimate is hereby requested.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED BY HIGHWAY COMMISSION
DATE July 8, 1937
H B Glaisyer
Secretary

DD DK

#1951

RECEIVED
JUL 1937
FOR FILING

78-7

HEAD OFFICE

UNITED STATES DEPOSITORY

THE UNITED STATES NATIONAL BANK

PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

July 6, 1937.

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have your letter of June 29th regarding the assignment of a certain contract of the Andersen Construction Company. However, we think it would simplify matters if we follow your second suggestion and forward to you the estimate with authority to mail the warrant direct to us covering certain work which has been completed.

We have, therefore, today received a letter directed to you, which is being enclosed, authorizing you to mail direct to us the warrant for $1633.73 covering estimate #4 on contract #1951.

As you have already received the signed estimate for this work, we will appreciate having you send the warrant to us as directed in the enclosed letter.

Yours very truly,

Frank C. Hak
Assistant Vice President.

FCH:VI
Encl.

Contractors letter of July 6th
filed in Contract.

#102-3

Carl Smith
please note & return & files

1/7 CL

JUL -7 37

#1751

FORM P-A-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 1937
FOR FILING

June 29, 1937

IN REPLY PLEASE REFER TO FILE NO.

United States National Bank
Portland, Oregon

Attention: Frank C. Hak
Assistant Vice-President

Gentlemen:

This acknowledges receipt of the signed voucher from Anderson Construction Co. for $635.73, covering Estimate 4, Contract 1951 and also wish to acknowledge receipt of your accompanying letter of June 28, having attached an assignment of the same date in your favor by the Anderson Construction Company.

Under the state requirements an assignment of a contract must be made on the standard assignment form, several blank copies of which I am attaching for your convenience. This should be signed before witnesses by some official of the contracting firm and also any assignment must be accompanied by the written consent of the surety company on the same contract.

If you do not care to go to this trouble the same purpose might be served by the contractor formally instructing us to mail the warrants to your bank who then secure their endorsement thereon.

Please advise which method you wish to adopt and in the meantime we will await your reply before mailing the warrant.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By C. W. F. Smith
Auditor

CFS:EB
Encl.
cc H. B. Glaisyer
Anderson Construction Co.
2605 N. E. 36th Ave.
Portland, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
JUN 29 1937
OREGON
STATE HIGHWAY COMMISSION

HEAD OFFICE

UNITED STATES DEPOSITORY

THE UNITED STATES NATIONAL BANK

PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

June 28, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed find estimate of the Anderson Construction Company for work on the Pacific Highway in DouglasCounty, under contract #1951, estimate #4, which has been assigned to the United States Bank.

We shall appreciate having you advise us if this estimate is in order and about when payment on the same may be received by us.

We shall appreciate having you acknowledge receipt of the assignment on the duplicate enclosed.

Yours very truly,

Frank C. Hak
Assistant Vice President

FCH:VI
Encls.

Portland, Oregon
June 28, 1937.

State Highway Commission,
Salem, Oregon.

Gentlemen:

For value received, we hereby assign all of our right, title and interest in Estimate # 4, Contract #1951 covering work done in Douglas County Pacific Highway North Roseburg Section, to The United States National Bank of Portland, Oregon, and request that check or warrant for $1633.73 be sent to said United States National Bank of Portland, Oregon.

Very truly yours,

Andersen Construction Co
H. C. Andersen. Pres

FAC

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 78-F

RECEIVED
SEP 7 1937
FOR FILING

RECEIVED
[illegible] 1937
STATE HI[illegible]ISSION

June 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 78-F, the North Roseburg section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 22 1937
FOR FILING
78-7

RECEIVED
JUN 22 1937
STATE HIGHWAY COMMISSION

June 21, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Under date of May 20th, Force Order #1 on contract 1952, Deer Creek Bridge, Pacific Highway in Douglas County, was sent in for approval. A copy of A. J. Ford's letter relating to this work order is attached hereto.

The semi-final estimate on contract 1952 will soon be sent in and we would like to do this force account work before that time.

Very truly yours,

K. D. LYTLE
Division Engineer

By

Raymond Walsh
Office Engineer

cc. R. H. Baldock

HP:AF

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 15 1937
FOR FILING
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Project
Municipal

18-7

IN REPLY PLEASE
REFER TO FILE No.

June 12th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I wish to call your attention to the fact that I neglected to write the specification for the item of "Salvaging Old Surfacing Materials" on the North Roseburg Paving job.

The quantities, however, were included in the Tabulation of Quantities.

Very truly yours,

KDL
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 15 1937
FOR FILING
Const.
Projects
Municipal

7x-7

June 12th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Sometime ago I wrote to Mr. E. L. King, Superintendent for Southern Pacific Company, and asked him if the plan I proposed for the paving of the Kinney Spur on the North Roseburg project met with his approval. To date he has never replied and I believe it might be well for your office to take this matter up with him before the job is written up by your office.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 6-H-7 100 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 15 1937
FOR FILING
Council
Projects
Municipal

74X

June 12th, 1937

R. H. Baldock,
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I believe it would be well for us to have the plans for the paving of the North Roseburg Section approved by the Roseburg City Council.

The Mayor has previously questioned me regarding the approach to Winchester Street on the north end and it might be well to have their approval in order to eliminate any future complaints. I think this could be done after the plans have been drawn up.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
KDL:AF

FORM 9-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 16 1937
FOR FILING
Current
Projects

June 12, 1937

Rice & Orcutt,
Attorneys at Law,
Roseburg, Oregon.

Gentlemen:

In reply to your letter of the tenth in which you advise that if certain contemplated highway construction at the north end of the City of Roseburg is carried through, the California Oregon Power Company's pipe line will be disturbed, and you ask that the Commission assume the cost of rearranging the pipe line.

I have passed on to Mr. Baldock and his division engineer a copy of your letter and have asked them to investigate and give me a report and recommendation.

As soon as I hear from them I will write you again.

Yours very truly,

J. M. DEVERS

JMD:FW

cc K. D. Lytle
H. G. Smith
R. H. Baldock

NOTED
Highway Engineer

FORM S-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 14 1937
FOR FILING
78-7

June 11, 1937

Mr. K. B. Lytle,
Division Engineer,
State Highway Department,
Roseburg, Oregon.

Dear Mr. Lytle:

Inclosed is a copy of a letter I received today from Rice and Orcutt of Roseburg written on behalf of the California Oregon Power Company. We have already agreed to stand the expense of the rearrangement of the company's pipe line disturbed in connection with the street improvement or highway improvement in Roseburg. Now you will note that they are asking for some $500 or $800 more, which they say will be the cost of rearranging the pipe line because of highway construction outside the corporate limits of Roseburg.

If any part of the company's pipe line is within the right of way limits, then the company should take care of that part of its facility at its own expense.

Will you please let me know what the facts are so that I may know how to answer the attorneys?

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc H. G. Smith
R. H. Baldock ✓

NOTED

RICE & ORCUTT

Umpqua Savings & Loan Bldg.,
Roseburg, Oregon
June 10, 1937

Mr. J. M. Devers
State Highway Commission
Salem, Oregon.

Dear Sir:

Referring again to the connection of The California Oregon Power Company with the improvement being made in connection with the rerouting of the highway through the City of Roseburg, the Company now inform us that they understand the contract is about to be let by the Commission for the grading and connection of the new highway with the old highway where the two intersect at the North end of town.

The Power Company states that this will cause additional portions of their water lines North of the present grade to be changed. The estimate of the Power Company calls for a total of labor and transportation on this new work in the sum of $544.81, being made up as follows: Labor, $370.01; with the balance of $126.80 for transportation, insurance, etc. in connection with the new work, and a further item of $48.00 in labor and transportation to take care of removals and temporary service. The above amounts The California Oregon Power Company is asking the Commission to take care of.

We shall be glad to hear from you at your convenience in regard to the matter or have your Engineers take the matter up direct with the Company.

Very truly yours,

(sgd.) Rice & Orcutt

ANO:ML

cc H. C. Wells
The California Oregon Power Co.
Roseburg, Oregon.

FORM 5-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 27 1937
FOR FILING
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Projects
Municipal

78-7

May 26th, 1937

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
Division Engineer

Dear Sir:

The Commission has officially authorized the widening of the two blocks in Roseburg which we discussed sometime ago. This is from Cass to Washington Street.

Please include this in your specifications.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
MAY 24 1937
FOR FILING
78-7

May 22, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent

Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice from the Standard Oil Company of California at Medford, through its attorneys, Dey, Hampson & Nelson, Portland, of its claim against the Andersen Construction Company, for goods, wares, and merchandise in the amount of $819.20 furnished said contractor in connection with the grading of the North Roseburg Section of the Pacific Highway, in Douglas County, being State Highway Commission Contract No. 1961.

This notice is being sent to you inasmuch as you appear as surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Andersen Construction Company
6026 S. W. Vermont Avenue
Portland, Oregon

#1951

May 21, 1937

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

Responding to your request of the 20th instant I mailed to you yesterday, under separate cover, a certified copy of the Anderson Construction Company's contract for grading on the North Roseburg Section of the Pacific Highway in Douglas County.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF
ROSCOE C. NELSON, JR.

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

RECEIVED
21 1937
STATE HIGHWAY COMMISSION

May 20, 1937

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We enclose herewith affidavit of J. A. Walker, Credit Manager of the Standard Oil Company of California at Medford, with respect to the claim of that company against the Andersen Construction Company and its surety, in connection with the grading of .72 miles of the North Roseburg section of the Pacific Highway in Douglas County, Oregon.

Will you be so kind as to send us a certified copy of the contract and bond.

Very truly yours,

Dey, Hampson & Nelson

17/20
Enclosure

REFERRED TO
Jmm
BY SECRETARY

please prepare certified copy of contract

STATE OF OREGON, :
(ss
County of Jackson, :

I, J. A. WALKER, being first duly sworn, say:

That I am Credit Manager for the Standard Oil Company of California at Medford, Oregon, and that I have personal knowledge of the facts hereinafter set forth.

That during the period March 5, 1937, to May 3, 1937, both inclusive, the Standard Oil Company of California, at the special instance and request of the Andersen Construction Company, furnished to the said Andersen Construction Company goods, wares and merchandise to the agreed value of Eight Hundred Nineteen and 20/100 Dollars ($819.20), which goods, wares and merchandise were used by the said Andersen Construction Company for the prosecution of the work of grading .72 miles of the North Roseburg Section of the Pacific Highway in Douglas County, Oregon, and that the United States Fidelity & Guaranty Company was the surety on the bond given by the said Andersen Construction Company for the faithful performance of said work, as provided by law.

I further state that no part of said sum of $819.20 has been received by the Standard Oil Company of California, and that there is now due and owing to it on account of the transactions above set forth the full sum of $819.20.

J A Walker

Subscribed and sworn to before me the 19th day of May, 1937

Edythe Martin
Notary Public for Oregon
My commission expires Jan. 4th 1941

FORM 5-X-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

FOR FILING
78-7

May 11, 1937

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith we hand you five approved copies of order for state force work covering the removal and replacement of unilluminated poster panels owned by Foster and Kleiser Company in the vicinity of Station 1627+25.

A letter from Mr. Lytle under date of April 20, 1937, indicated that the sum of $100.00 was to be allowed Foster and Kleiser Company, being for four panels at $25.00 each.

The present order would indicate that the moving of the signs is to be done as extra work under the contract, and if this is the plan it of course is satisfactory to me.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. K. D. Lytle
Mr. A. J. Ford

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

MAY 5 1937
FOR FILING

78-7

May 4, 1937

Mr. [illegible] D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

It is our understanding that the Foster & Kleiser sign at the north end of the North Roseburg Project has been, or is to be moved by their own forces. Moving this sign is a right of way charge, approved by the right of way department. If the sign is moved by the sign company, the bill can be paid on a commercial voucher, and a State Force Order is not necessary.

Your State Force Order for this work is being held unapproved until further advice.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock

FORM B-K-1 2M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 21 1937
FOR FILING
78-7

April 20, 1937

State Highway Engineer

Mr. E. D. Lytle
Division Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Dear Sir:

We are in receipt of a letter from Mr. Dexter Rice this morning relative to construction of sewer connections on the Rast-Kidder property and on the Sawyers property on the North Roseburg project.

This has been discussed with Mr. Devers as to any agreements which were made during negotiation and I am instructed to advise you that in his opinion the matter should be handled as hereafter outlined.

In connection with the Sawyers property the residence building was purchased outright and thereafter was advertised for sale. At the time of negotiations there was no knowledge as to to whom the building would be sold or whether it would be moved or wrecked. For this reason no definite commitments were made as to connecting the house to a sewer in its new location and the maximum obligation of the State would be to carry the sewer connection across the highway to the right of way boundary. This obligation is not based upon any definite commitment but upon the theory that during the construction of the project we should make reasonable provision for future sewer connections, to the end that the highway be not torn up and traffic interfered with after construction.

In dealing for the Rast-Kidder property we did not take the house and it was anticipated at that time that it would be moved back from the right of way. Mr. Devers' commitment was to provide a sewer connection. Mr. Rice in his letter suggests a sewer connection leading from the Rast-Kidder house to the connection extending from the Sawyers place as the most economical method. It is suggested that such a connection be made, provided that an easement or written permission is given to carry the sewer on such portion of the Sawyers property as it may traverse.

You will note that a copy of this letter is being sent to Mr. Rice and we have no doubt that he will be willing to arrange for the securing of the permit mentioned.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. Dexter Rice
Mr. R. H. Baldock
Mr. H. G. Smith

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 6 1937
FOR FILING
78-7
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April 5, 1937.

APR 5 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith copies of agreements with Hannah W. Eppinger and Alden Harness, covering easements allowing us to slope their cutbanks across the fronts of their properties between Washington and Douglas Streets in connection with the re-construction of the North Roseburg Section of the Pacific Highway, contract 1951.

Very truly yours,

H. D. LYTLE
Division Engineer

By R. S. Sipprell
R. S. Sipprell
Acting Office Engr.

cc. R. H. Baldock

RBS:AF

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON,
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 3 1937
FOR FILING

78-7

March 31, 1937

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock,
State Highway Engr.,
Salem, Oregon.

RECEIVED
APR 1 1937

ATTENTION: G. S. PAXSON

Dear Sir:

We are returning your copy, approved by the Division Engineer, of the subcontract between Mountain States Construction Company and Reeve & Stream, for placing reinforcing in the Deer Creek Bridge contract. The contractor, subcontractor and resident bridge engineer have each been provided with their copy.

Very truly yours,

K. D. LYTLE,
Division Engineer.

By R. B. Sipprell
R. B. Sipprell,
Acting Office Engineer

Encl.
cc: R. H. Baldock ✓

RBS:lc

NOTED
C. B. McCullough

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible]

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 3 1937
FOR FILING

78-7

March 31, 1937

RECEIVED
APR 1 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

We are sending herewith four copies, approved by the Division Engineer, of a subcontract between the Andersen Construction Company and Heath & Metcalf, for the hauling on the North Roseburg Grading project, contract #1951.

If this subcontract meets with your approval, you may return the approved copies to us and we will deliver them to the contractor and subcontractor.

Very truly yours,

E. D. LYTLE,
Division Engineer.

By R. B. Sipprell
R. B. Sipprell
Acting Office Engineer.

RBS:lc

cc: R. H. Baldock ✓
Encl.

NOTED
C. B. McCullough

FORM S.A.-1 1936 10-30

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND

E. B. ALDRICH, PENDLETON

F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 2 1937
FOR FILING

April 1, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

78-7

Mr. L. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We are returning three copies of sub-contract between the Anderson Construction Company and Heath & Metcalf, for hauling excavation materials on the North Roseburg Project, Contract #1951.

The sub-contract meets the approval of this office as to form, and if you feel that the price given in the contract is a fair one, deliver copies to the contractor and sub-contractor, advising them that the sub-contract is approved.

We believe that in most cases sub-contracts should be written to show the quantities and unit prices, rather than a lump sum price as in this sub-contract.

If for some reason the haul was materially increased, the sub-contractor would stand to lose as the sub-contract implies that all material excavated on the project must be hauled for the prices stipulated therein, regardless of the quantity of excavation or haul. We believe in fairness to both parties that in most cases, it is better to give the quantity and unit price in a sub-contract, or at least have reference to a minimum and/or maximum quantity to be handled.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H. Baldock ✓

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 27 1937
FOR FILING

RECEIVED
MAR 26 1937
STATE HIGHWAY COMMISSION

March 25th, 1937.

78-7

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

Reference is made to your letter of March 24th, regarding the approach under the Dear Creek bridge.

There was considerable noise at one of the Council meetings but I believe that we have the matter satisfactorily arranged. We propose to construct a small rock wall around part of the fill slope and will make arrangements with the grading contractor to use rock near the bridge ends and place it on a 1:1 slope.

I explained this plan to Mr. Metzger, who is chairman of the Street Committee, and to the Mayor, who seemed satisfied with this arrangement.

Very truly yours,

K. D. Lytle ees.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 2-B-1 3M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 23 1937
FOR FILING
78-7

NOTED
O. B. McCullough

March 22, 1937

Mr. R. H. Baldock,

Office.

Dear Sir:

Attached is my correspondence with repsect to the matter of relaying of the pipe line of the California Oregon Power Company in Roseburg, occasioned by the new location or relocation of the highway through that city.

You will note that the Company has itemized its contemplated expenditures, the total of which is $1060.

May I suggest that there be immediate contact with the Power Company's engineers to the end that there may be cooperation between the Company and the State so that the Company's work and the work under the State's contractor may go forward with as little interruption or inconvenience as possible.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.
cc C. B. McCullough
Rice & Orcutt
H. G. Smith
G. S. Paxson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

March 22, 1937

Rice & Orcutt,
Attorneys at Law,
Umpqua Savings & Loan Bldg.,
Roseburg, Oregon.

Attention: Mr. Dexter Rice

Gentlemen:

I have passed on to Mr. Baldock, the chief engineer, your letter containing information with respect to the amount for which the California Oregon Power Company will ask reimbursement in connection with the relaying of the company's pipe line occasioned by the change in highway alignment through Roseburg, and have recommended that the engineering staff contact the California Oregon Power Company so that the work of the power company and the work of the State's contractor may go forward together with as little interference as possible.

Yours very truly,

J. M. DEVERS

JMD:FW

cc C. B. McCullough
H. G. Smith
G. S. Paxson

RECEIVED
MAR 9 1937
FOR FILING

78-7

March 8, 1937

Mountain States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today by express one fully executed copy of contract No. 1952, awarded to you on February 18, 1937, for the construction of a bridge over Deer Creek near Roseburg on the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

cc

1R

RECEIVED
MAR 9 1937
FOR FILING

78-7

March 8, 1937

Andersen Construction Co.
6026 S. W. Vermont
Portland, Oregon

Gentlemen:

We are sending to you today by express one fully executed copy of contract No. 1951, awarded to you on February 18, 1937, for the grading of the North Roseburg Section of the Pacific Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

cc

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 9 1937
FOR FILING

78-7

March 8th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The attached letter has been received from E. L. King, Superintendent of the Southern Pacific, relative to the alteration of the trestle on the Roseburg line change. It would appear to me that the trestle would not need to be reconstructed until after the fills have been made, but this may not be in accordance with your lay-out of the work, so please advise Mr. King direct.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-K-1 1500 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
MAR 4 1937
FOR FILING

R. H. Baldock

78-7

March 1, 1937

NOTED
State Highway Engineer

Rice & Orcutt,
Attorneys at Law,
Roseburg, Oregon.

Gentlemen:

In reply to your letter of the twenty-seventh in which you inquire with respect to the action of the Commission relative to the claim of the California Oregon Power Company that it be relieved from the cost incident to removing and relaying some water pipes in order to conform to the proposed highway improvement in Roseburg, beg to say that the Commission will reimburse the Company for the cost occasioned by the removal and reinstatement of its pipe line as a result of the contemplated highway improvement, but any reimbursement or claim which the Highway Commission may pay is subject to certain limitations and restrictions.

I have had an opportunity to read ordinance No. 204 passed and adopted by the City and approved by the Mayor October 8, 1906, and I am assuming that that ordinance is still in effect and the Company entitled to such rights and privileges as were conferred when the ordinanse was adopted. I am assuming also that the ordinance has not been construed so as to require the Company to protect or, if need be, remove its pipe lines in order to permit highway construction or repair.

Reimbursment by the State is also subject to the rules and regulations of the United States Government controlling the expenditure of funds on the project under consideration. The street improvement at Roseburg, which necessitates the change in the Company's pipe lines, is one which is being paid for with Federal funds and the Federal government has laid down some very definite limitations and restrictions which are referred to and known in connection with this project as "Works Program General Memorandum No. 6" and is dated August 15, 1935. That memorandum controls and prescribes the items for which payment may be made. For instance, under the topic "Labor" the regulation reads as follows: Reimbursement for labor employed on force account work done by the railroad company will be limited to the actual wages and salaries of individuals employed on the project without surcharge for general supervision or overhead." The word "railroad" was used in the above excerpt because the contract in connection with which Memorandum No. 6 was used involved a railroad job or overhead crossing.

Rice & Orcutt March 1, 1937

With respect to materials, the Memorandum goes on to say: "All materials shall be purchased under competitive bids except those taken from railroad stores or minor quantities which may be obtained locally from a number of independent sources. Materials and supplies taken from railroad stores will be paid for at actual cost delivered at the site. Such costs may include actual handling charges in loading and unloading at storehouse."

In other words, the Government will not pay for overhead or additional charges for supervision or anything of that kind. If you could have the Company submit in advance an itemized estimate of the work, we could submit it to the Government officials and try to have it tentatively approved before the work is done.

With kindest regards, I am

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
H. G. Smith
K. D. Lytle
S. H. Probert
G. S. Paxson

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TEN VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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MAR 2 1937
FOR FILING

78-7

March 1, 1937

REC
MAR 2 1937
STATE HIGHW

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN; H. G. SMITH

Dear Sir:

Acting upon your suggestion, I went down to see what plants had been taken on the North Roseburg Project and after getting my foot into it and making everyone mad, I found that the ones I jumped onto were evidently in the right in regard to taking the shrubs.

I found that Mr. Bailey had an option, which specifically stated that he could have all the shrubs and bulbs he wanted and that Mr. Sawyer was given a list of plants which he must leave but that the balance could be done with as he saw fit. This letter was signed by Mr. Devers.

I also found that as yet the right of way has not been secured for the property on both sides of Mr. Sawyers and that the stones to which Mr. Otten referred, were on one of these properties.

Mr. Sawyer also told me that he heard Mr. Devers say that the owner of the second property to the north of Mr. Sawyer's house could have the nice holly bush which grew there.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVIL

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 1 1937
FOR FILING

78-7

February 25th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In answer to Mr. Ford's letter addressed to Mr. Probert, concerning the location of the retaining wall on the Junior High School property in Roseburg.

The bridge department will redesign the combination sidewalk-footing to give 6 inches greater width and thus allow the face of the wall to line up with the property line. This will give us a 46-ft. street with 7-ft. sidewalk including curb.

It would seem to me that this portion of town will immediately build up into a business district of filling stations, garages and restaurants; therefore, it would seem that a 7-ft. sidewalk would be needed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
cc to: R. H. Baldock
A. J. Ford

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 1 1937
FOR FILING

78-7

February 25, 1937

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

We acknowledge receipt of your letter of February 23rd, addressed to Mr. H. G. Smith, requesting grade elevations at the Kinney Spur crossing in Roseburg, which letter has been referred to this office for reply.

We enclose herewith three blueprint plans showing the proposed railroad and highway grades at this crossing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

V. G. O'Neil
Asst. Office Engineer

VGO'N:ER

cc R. H. Baldock ✓
H. G. Smith

Encl.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 4 1937
FOR FILING
78-7

Feb. 25, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. M. BISHOP

Dear Sir:

We are attaching hereto Minor Betterment Order in the amount of $250.00 to cover the moving of shrubbery on the highway on the North Roseburg project.

Mr. Baldock recently requested that we submit an order for this work.

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock

CDC:AF

The Engineer asked the Commission to confirm the awards of the

RECEIVED
FEB 2 1937
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78-7

OREGON STATE HIGHWAY COMMISSION
SALEM

FEB 18 1937

February 24, 1937

Mr. L. D. Lytle
Division Engineer
Roseburg, Oregon.

Dear Sir;

Kindly make a Minor Betterment order for $250.00 to remove shrubbery on the highway project at the North entrance to Roseburg.

Owing to the emergency existing, it will be satisfactory to start this work at once with your maintenance crew, pending the return of the signed order. Mr. Otten will show you what shrubs are to be moved and assist you in this work.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

cc. R.H. Baldock

FORM D-A-1 5M 7-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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FEB 18 1937
FOR FILING
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RECEIVED
FEB 18 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 17th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In looking over the plans of the North Roseburg project we find that there was no right of way purchased on the west side of the street between stations 1589+57.7 and 1591+00.

The property line between these points is 30 feet from the center and our grade is so low that the 1 to 1 slopes will encroach upon the property as shown on the attached cross section sheet. However as the grades have been established by the City, I do not know whether or not it will be necessary to purchase any right of way and it was my thought that perhaps we could take up the cut on a perpendicular slope on the 30 foot line.

If this plan is satisfactory will you please advise me?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. A. J. Ford

KDL:AF

78-F

March 17, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The following information concerning the project in the City of Roseburg, which we desire to include in the NRM (1934) program, is being furnished in compliance with the request contained in your letter of March 14th.

Project No.:	NRM 78-F
Length:	0.75 mile
Type:	Roadbed construction and Portland cement concrete pavement.
Termini:	North end of project is at a point on the existing Pacific Highway 500 feet north of the north corporate limit of Roseburg. South end of project is at intersection of Washington Street and Stephens Street in Roseburg.

The portion of the project which is outside of the City will be paid for with State Funds.

This project will call for an extension of F. A. Project No. 78. A revised project statement map providing for this extension will be submitted later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 14, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 9th requesting addition to the Oregon 1934 Public Works Program of a project in Roseburg, Oregon, to utilize accumulated balances.

The proposed addition to the program appears to be satisfactory. We would like to have a more complete description of the proposed project showing the project number, length, type and termini, before taking any action towards approval of the addition as a minor change.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

NRM 78-F

Length 4000 feet (.75 mile)

Grading & Concrete Paving

FORM 2-A-1 2M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

6

RECEIVED
FEB 3 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 1937
FOR FILING

Const
Projects
Municipal

78-7

Feb. 2, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: O. A. CHASE

Dear Sir:

In accordance with your request of Jan. 19th, I have looked over the revised drawing #5267 being the plan for the retaining wall on the school property at Roseburg.

I beg to advise that I can see no objections to this plan. However, we show that the back excavation shall be taken out on a $1\frac{1}{2}$:1 slope, which might interfere to some extent with the shrubbery on the south end of the school lot. It might be well to ask the contractor to steepen this lope if this will stand at a steeper angle. Otherwise I see nothing objectionable.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

NOTED
State Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 20 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO.
78-7

February 18, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRM Project No. 78-F, North Roseburg Section of the Pacific Highway, to the Anderson Construction Company of Portland, Oregon, who submitted the second low bid. The low bidder qualified his bid by stating he would not accept this project unless awarded the bridge contract on the Deer Creek Bridge on this same project. The total of his two bids was not low.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 18, 1937.

RECEIVED
FEB 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRM Project No. 78-F, Deer Creek Bridge and Retaining Wall on the Pacific Highway, to the Mountain States Construction Company of Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING
78-F

January 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of a letter sent to prospective bidders for the grading of the North Roseburg Section, Project No. NRM 78-F, which letter advises of a change on page 41 of the special provisions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

asked the Commission to confirm the awards of the

January 16, 1937

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the North Roseburg Section, Project No. NRM 78-F.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The bid proposals for the Deer Creek Bridge and the structural drawing for the retaining wall and fence will be sent Monday.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/OS

Encl.

Engineer asked the Commission to confirm the awards of the fol-

Oregon State Highway Department Project No. NRM 78-F

NORTH ROSEBURG SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 16, 1937

Roadwork (Sta 1589+57.7 to 1624+95.2)

All Required		Clearing and Grubbing		$ 500.00
800	cu. yds.	Trench Excavation	$ 1.00	800.00
45,000	cu. yds.	Excavation, Single Classification	0.60	27,000.00
60,000	yd. sta.	Overhaul	0.02	1,200.00
5,000	yd. mi.	Truck Haul	0.20	1,000.00
0.67	mile	Finishing Roadbed and Slopes	200.00	134.00
2,800	lin. ft.	Rounding Cutbanks	0.10	280.00
330	lin. ft.	6" Perforated Concrete Pipe	1.00	330.00
60	lin. ft.	6" Cast Iron Pipe	1.30	78.00
720	lin. ft.	6" Sewer Pipe	0.30	216.00
6	only	Special Section of 6" Pipe	2.00	12.00
330	lin. ft.	8" Porous Drain Tile	0.60	198.00
200	lin. ft.	12" Concrete Pipe	1.50	300.00
160	lin. ft.	18" Concrete Pipe	2.50	400.00
300	lin. ft.	Salvaging Sewer Pipe	0.25	75.00
130	cu. yds.	Gravel or Rock Backfill in Drains	2.00	260.00
2	only	Concrete Manholes	50.00	100.00
				$ 32,883.00

Retaining Wall and Fence

80	cu. yds.	Excavation for Retaining Wall	$ 2.00	$ 160.00
270	cu. yds.	Class "D" Concrete in Retaining Wall	22.00	5,940.00
21,000	lbs.	Metal Reinforcement	0.055	1,155.00
250	lin. ft.	Triangle Mesh Fence (8')	1.00	250.00
80	lin. ft.	Triangle Mesh Fence (5')	0.75	60.00
				$ 7,565.00

Work to be Performed by Southern Pacific Railway Company

All Required	Rearrange Tracks and Other Facilities	$ 2,900.00

[illegible] Engineer asked the Commission to confirm the awards of the fol-
[illegible] bids [illegible] which were previously re-

Work to be Performed by California Power Company

All Required	Move and Reestablish Water System	$ 780.00
	Subtotal	$ 44,128
	10% Engr. & Cont.	4,412
	Total	$ 48,540

DEER CREEK BRIDGE

680 cu. yds.	Excavation	$ 4.00	$ 2,720.00	
50 cu. yds.	Excavation below plane	6.00	300.00	
700 cu. yds.	Class "A" Concrete	22.00	1,540.00	15400.0
23,000 lbs.	Metal Reinforcement	0.055	12,650.00	
520 lin. ft.	Concrete Handrail	5.00	2,600.00	
All Required	Electric Wiring and Fixtures		2,000.00	
	Subtotal		$ 21,810	
	10% Engr. & Cont.		2,181	
	Total		$ 23,991	

Length of Roadwork	0.669 mile
" " 1 Bridge	0.047 "
Total Length	~~0.716 "~~ 669 mile
Cost per mile, Roadwork	$ 72,556

622

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRM Funds	State Funds
Roadwork	$ 48,540	$ 36,808	$ 11,732
Bridge	23,991	18,192	5,799
	$ 72,531	$ 55,000	$ 77,531

gineer asked the Commission to confirm the awards of the fol-
construction bids which were previously re-

Oregon State Highway Department Project No. [illegible] 78-F

NORTH ROSEBURG SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 9, 1937

Roadwork (Sta. 1599+57.7 to 1624+95)

All Required		Clearing and Grubbing		$ 930.00
780	cu. yds.	Trench Excavation	$ 1.30	1,014.00
45,000	cu. yds.	Excavation, Single Classif.	0.40	18,000.00
60,000	yds. sta.	Overhaul	0.01	600.00
5,000	yd. mi.	Truck Haul	0.12	600.00
0.62	mile	Finishing Roadbed and Slopes	300.00	186.00
2,300	lin. ft.	Rounding Cutbanks	0.10	230.00
330	lin. ft.	6" Perforated Concrete Pipe	0.65	214.50
60	lin. ft.	6" Cast Iron Pipe	2.00	120.00
720	lin. ft.	6" Sewer Pipe	0.55	396.00
6	only	Special Section of 6" Pipe	5.00	30.00
230	lin. ft.	8" Porous Drain Tile	0.53	121.90
200	lin. ft.	12" Concrete Pipe	1.10	220.00
160	lin. ft.	18" Concrete Pipe	2.10	336.00
300	lin. ft.	Salvaging Sewer Pipe	1.00	300.00
110	cu. yds.	Gravel or Rock Backfill in Drains	2.00	220.00
2	only	Concrete Manholes	80.00	160.00
				$ 23,678.40

Retaining Wall and Fence

80	cu. yds.	Excavation for Retaining Wall	$ 1.00	$ 80.00
270	cu. yds.	Class "B" Concrete in Retaining Wall	17.00	4,590.00
210,000	lbs.	Metal Reinforcement	0.045	9,450.00
250	lin. ft.	Triangle Mesh Fence (8')	1.00	250.00
80	lin. ft.	Triangle Mesh Fence (5')	0.85	68.00
				$ 14,438.00

Work to be Performed by Southern Pacific Railway Company

All Required	Rearrange Tracks and Other Facilities	$ 2,900.00

The Engineer asked the Commission to confirm the awards of the fol-
[illegible] bids [illegible] which were previously re-

Work to be Performed by California Power Company

All Required		Move and Reestablish Water System		$ [illegible].00
		Subtotal		$ 41,796
		10% Engr. & Cont.		4,180
		Total		$ 45,976

DEER CREEK BRIDGE

680	cu. yds.	Excavation	$ 3.00	$ 2,040.00
50	cu. yds.	Excavation Below Plans	4.00	200.00
1,000	cu. yds.	Class "A" Concrete	19.00	19,000.00
23,000	lbs.	Metal Reinforcement	0.045	1,035.00
520	lin. ft.	Concrete Handrail	4.75	2,470.00
All Required		Electric Wiring and Fixtures		840.00
		Subtotal		$ 25,585
		10% Engr. & Cont.		2,558
		Total		$ 28,143

Length of Roadwork	0.622 mile
" " 1 Bridge	0.047 "
Total Length	0.669 "
Cost per mile, Roadwork	$ 73,916

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	ERA Funds	State Funds
Roadwork	$ 45,976	$ 40,319	$ 5,657
Bridge	28,143	24,681	3,462
	$ 74,119	$ 65,000	$ 9,119

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

The [illegible] asked the Commission to confirm the awards of the fol-
[illegible] which were previously re-

North Roseburg Section
Report No NRM 78F

~~ROSEBURG: PACIFIC HIGHWAY CROSSOVER~~
~~WORK TO BE PERFORMED BY RAILROAD~~
~~RECOLLECTIBLE FROM STATE~~

Rearranging Southern Pacific Railway Co's Track and Facilities

UNIT	QUANTITY	DESCRIPTION	COST LABOR	COST MATERIAL
FBM	3300	Creo. Fir [illegible] @ [illegible]	$ 108	$ 108
Lbs.	500	Iron		[illegible]
Ea.	5	Cut off & lower bents	75	40
T.F.	120	Dig out & lower	240	
Cu.Yds.	60	Ballast	30	54
T.F.	225	Shift & reballast crossover	225	75
T.F.	135	Pull Stringers @ 2.00	270	
Ea.	73	Creo. track ties @ 1.05	22	77
T.F.	135	Remove Walk & hand rails	40	
T.F.	135	Ballast & surface	65	40
FBM	1200	New creo. B.H. @ 35.00	42	42
Lbs.	100	Iron		5
		Cut out & maintain trestle while filling	400	
		Freight		[illegible]
		Material Yard Expense		45
		10% work Comp. & Ins.		151
		10% Contingencies	151	112
			$ 1662	$ 1238

Total Recollectible ~~$[illegible]~~ $2900.00

The Engineer asked the Commission to confirm the awards of the fol-
[illegible] which were previously re-

North Roseburg Section
Project No. NRM 78-F

~~NORTH ROSEBURG PROJECT~~ ~~5-20-36~~

CALIFORNIA OREGON POWER COMPANY'S
ESTIMATE OF COST ~~OF~~ Moving and Reinstalling Water System

~~Moving two 10 inch pipe lines on Prospect Street to Allow new highway location.~~

~~Remove approximately 600 lin. ft. of 10 inch lines in proposed highway right of way: (2 lines)~~	~~$600.00~~
Move valve box, containing 12" to 10" Wye, and two 10 inch valves.	80.00
Remove and ? Reinstall approximately 600 lin. ft. pipe in two 10 inch lines in Prospect St. and in Highway right of way.	600.00
Reinstall 200 lin. ft. of 2 inch line North from Bellview St. to serve remaining consumers	100.00
Total	~~$1,080.00~~ 780.00

Note: The above estimate furnished by California Oregon Power Company.

~~We estimate 300 cubic yards trench excavation included in above estimate at $1.00 - $300.00.~~

Please add 300 cubic yards to estimate for trench excavation on profile and make force account for $1,080 - 300 = $780.00 for changing pipes.

RECEIVED
JUN 6 - 1936

The Engineer asked the Commission to confirm the awards of the fol-
[illegible] bids [illegible] which were previously re-

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
JAN 22 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 20, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon NRM Project No. 78-F, North Roseburg Section of the Pacific Highway in Douglas County, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

noted
Jm

The project is being approved as satisfactory for advertising but in submitting the project agreement estimate, NRM Funds should be requested only on that part of the work within the city limits, the remainder to be paid for with State funds as provided in your letter of March 17, 1936.

In recommending approval of this project it is with the understanding that rights of way for the project have been obtained.

Agreements with the Southern Pacific Railway Company covering rearrangement of their tracks, and with the California Oregon Power Company for moving water system should be submitted to this office.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

The [illegible]ineer asked the Commission to confirm the awards of the fol-
[illegible] bids [illegible] which were previously re-

January 20, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon NRM Project No. 72-F, North Roseburg Section of the Pacific Highway in Douglas County, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

The project is being approved as satisfactory for advertising but in submitting the project agreement estimates NRM Funds should be requested only on that part of the work within the city limits, the remainder to be paid for with State funds as provided in your letter of March 17, 1936.

In recommending approval of this project it is with the understanding that rights of way for the project have been obtained.

Agreements with the Southern Pacific Railway Company covering rearrangement of their tracks, and with the California Oregon Power Company for moving water system should be submitted to this office.

Very truly yours,

W. H. LYNCH
District Engineer

The Engineer asked the Commission to confirm the awards of the fol-
[illegible] construction bids [illegible] which were previously re-

RECEIVED
JUL 29 1937
FOR FILING
78-F

January 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, five bid proposals for the Deer Creek Bridge and Retaining Wall on the North Roseburg Section, Project No. NRM 78-F.

We are, likewise, sending five blueprint copies of the drawing showing structural details of the retaining wall and fence.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:RR

The [illegible]ineer asked the Commission to confirm the awards of the fol-
[illegible] bids [illegible] which were previously re-

Southern Pacific Company
PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

July 7, 1936

911191/323-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Referring to your conversation with our Engineering Department relative to relocation of highway through Roseburg.

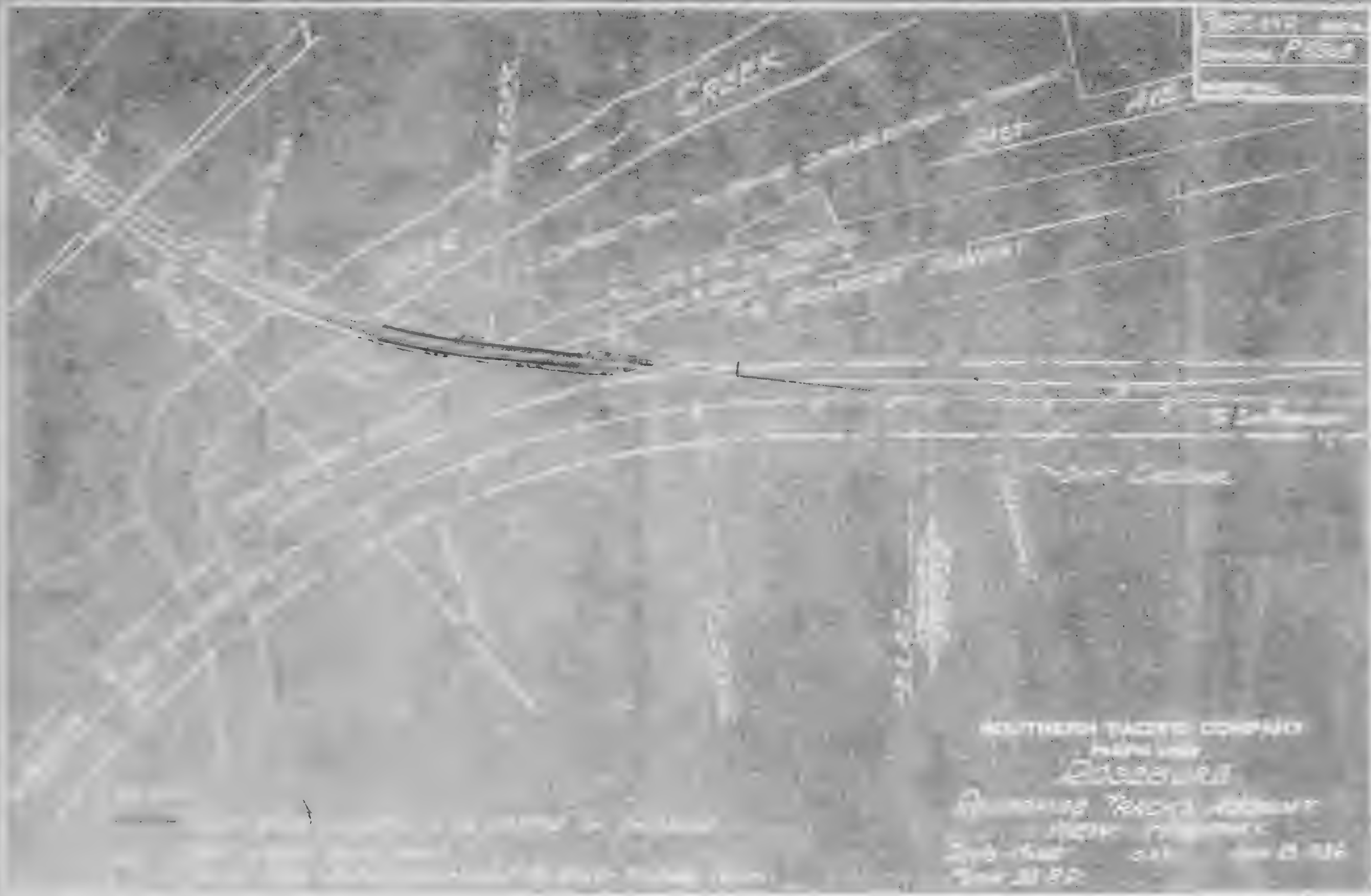
I am attaching for your information, print of drawing P8508 of a proposed easement and track rearrangement, also estimated cost of work to be performed by the Railroad recollectible from the State, for which we are requesting authority.

Yours truly,

E L King

NOTED
H. G. SMITH

RECEIVED
JUL 1[illegible] 1936



SOUTHERN PACIFIC COMPANY

[illegible]

FORM 2-A 10M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 17, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
Building

Dear Sir:

Attached hereto are two paragraphs from the Highway Commission minutes of June 16, the first of which relates to the "special maintenance" budget. You will note that the Commission approved increasing the budget amounts in the sum of $25,000 and $60,000, total $85,000. In the second paragraph you will note that the Commission authorized the payment of the cost reconstructing some of the California-Oregon Power Company's water mains in the City of Roseburg if the City of Roseburg will not assume this expense.

Mr. Baldock has asked me to call these paragraphs to your attention and to request you to place the item of $1080 for the pipe line reconstruction in the budget for the Roseburg job.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM
encl.
cc - Mr. Baldock

The Engineer asked the Commission to confirm the awards of the following contracts [illegible] highway construction, bids [illegible] which were previously received by the Commission and referred to him with authority to award the contracts when certain conditions had been fulfilled. He advised that the conditions of the awards have all been satisfactorily disposed of.

1. Resurfacing and oiling Rocky Point School-South Falls Section of Silver Creek Falls Secondary Highway, in Marion County. Awarded on May 26 to R. O. Dail and Warren Bros., Inc., who submitted the low bid therefor on May 21;

2. Grading and surfacing Tygh Valley Section of Sherars Bridge Secondary Highway, Wasco County. Awarded on May 26 to McNutt Bros., who submitted the low bid on May 22;

3. Construction of overcrossing over Southern Pacific Railroad on Union Avenue, Portland. Awarded on May 29 to Hoffman Construction Co., who submitted the low bid therefor on April 24;

4. Surfacing and oiling Cottage Farm-Aumsville Section of

The Engineer reported that current estimates reveal that the cost to construct approved "special maintenance" projects is going to exceed the amount of $175,000 originally budgeted for such purpose, and if the Commission desires to complete the program it will be necessary to increase the budgeted amount by $25,000 plus the cost of the temporary oiling work on the Lakeview-Burns Highway, for which a tentative amount of $60,000 has already been approved. The Commission approved by unanimous vote the increasing of the "special maintenance" budget in the amounts mentioned by the Engineer.

The Commission had under consideration a letter from the California-Oregon Power Company advising that the contemplated reconstruction of the Pacific Highway along Prospect Street in the city of Roseburg will necessitate the removal and reconstruction of some of its water mains, which work, it is estimated, will cost about $1080 and for which the Company will seek reimbursement from the state. The Attorney advised that he secured a copy of the franchise under which the company is operating in Roseburg and it is his opinion that the franchise is so written that the company cannot be required to reconstruct its pipe lines at its own expense, and unless the Highway Commission can prevail upon the city of Roseburg to take care of that item of cost, the state will have to pay it. In view of the Attorney's opinion, the Commission authorized the payment of this expense with state funds if necessary.

CONTRACT# 1952 SEE: CONTRACT# 1851

12

1952 SFE: Contract 1951

CONTRACT#1953 SEE: CONTRACT# 1847

26

1953 SEE: Contract 1847

CONTRACT#1954

135-1005 Chichester Gulch-Summit Sec.Unit 5
Shaniko-Fossil Secondary 1957

1954

RECEIVED
JUL 11 1938
FOR FILING

135-1005

July 8, 1938

Collins Concrete & Steel Pipe Company,
Corner N. Albina & River Street,
Portland, Oregon.

Attention: Mr. R. A. Collins.

Gentlemen:

Reference is made to your letter of July 7th concerning the Fisher Bros., Contract No. 1954, Unit 5, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

You are advised that this contract was completed August 31, 1937, and was accepted September 14, 1937. Final payment has been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1954

RECEIVED
OCT 13 1937
FOR FILING
135-1005

October 13, 1937

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1954 for the construction of Unit 3, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County, has been completed by the contractors, Fisher Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after October 23, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,036.67, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—12-36

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending Sept. 11, 1937

Section Chichester Gulch- Summit.

Kind of work Grading and Topping

Highway Shaniko - Fossil Secondary

Section prefix 135 - 1005

Contractor Fisher Brothers

Contract number 1954

Date of contract Feb. 18. 1937

Date of completion May 31 1937

Date work started June. 11 1937

Estimated date of completion Aug. 31 1937

Amount of contract $ 11,820.00

Per cent of time elapsed 192 %

Estimated cost of completed project, exclusive of engineering $ 11,082.06

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 860.00, %

Date project was completed Aug. 31 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Supervision of right of way fencing and general engineering work.

NOTED
RAY WEBBER

3 1937

Signed R. E. Molliner

Address Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 9-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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SEP 9 1937

135-1005

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-1937
OREGON
STATE HIGHWAY COMMISSION

September 7, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Chichester Gulch-Summit Section, Unit #3 of the Shaniko Fossil Secondary Highway in Wheeler county was satisfactorily completed by the contractor on August 31.

The semi-final estimate indicated that the total cost of the work was $11,922 as compared with the project authorization of $15,010. This underrun resulted mostly from rock classification, which was considerably less than indicated in the preliminary estimate.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R.H. Baldock

#1954

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AUG 28 1937
FOR FILING

135-1005

August 4th, 1937.

COPY

The Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 1954 - Chichester
Gulch-Summit Sec. on the Shaniko-
Fossil Secondary Highway in
Wheeler County, Oregon.

We hereby consent to an extension of time on behalf of Fisher Bros., Contractors, for the completion of the above described contract to August 31st, 1937.

This in no manner waives or alters the terms and conditions of our bond thereon.

Very truly yours,

THE AETNA CASUALTY AND SURETY COMPANY

By__________________________
Resident Assistant Secretary

FCR:MB
cc: Fisher Bros.
Fossil, Oregon.

File

RECEIVED
AUG 11 1937
DIVISION O...

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SEP 7 1937
~~FOR FILING~~
135-1005

August 2, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please be advised that we have received letters from the Aetna Casualty & Surety Company, consenting to an extension of time to August 15, 1937, on Fisher Bros. Contract No. 1945 - Fossil-Kinzua Junction Section, and for an extension to August 15th on their contract No. 1954 - Unit 3, Chichester Gulch-Summit Section.

If you have their formal applications to accompany the consent of surety, please forward them to this office with your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

File - Both contracts completed within specified time limit.

#1945

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7261

PORTLAND, ORE.,

July 30th, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 1945 - Fisher Bros.
4.10 Mi. Grad., Surf. & Oiling
Fossill-Kinzua Junction on the
John Day Highway in Wheeler County

We hereby consent to an extension of time under the above contract to August 15th, 1937.

This in no manner waives or alters the terms and conditions of our bond thereon.

Very truly yours,

THE AETNA CASUALTY AND SURETY CO.

By
Resident Vice-President

MAG

cc: Fisher Bros.
Oregon City, Ore.

RECEIVED
JUL 31 1937
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1937
FOR FILING
135-1005

July 6, 1937

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of July 1st concerning the Fisher Bros., Contract No. 1954, Unit #3, Chichester Gulch-Summit Section in Wheeler County.

You are advised that on account of weather conditions the work on the above contract was just recently started and no payments have been made to date. It is expected that the work will not be completed until about July 31, 1937. No claims have been filed against this contract to date.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1954
Wheeler

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
- 1937
STATE [illegible]

July 1, 1937

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Fisher Brothers
Contract Number 1954

Will you please give us a progress report on the above job, stating the approximate percentage of the work that has been finished? Have any liens been filed against the bond furnished by this contractor?

For your convenience, stamped and addressed envelope is enclosed, and we thank you for your usual cooperation.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 5 1937
FOR FILING

135-1005

May 4, 1937.

Mr. J. B. Weaver,
Resident Engineer,
Fossil, Ore.

Dear Sir:

At the request of the Division Office, we are sending you under separate cover the 100' hard copy map, Chichester Gulch-Summit Section, Station116/50 to 35/50, Shaniko-Fossil Secondary Highway #291.

Upon completion of Unit #3, Chichester Gulch-Summit Section, you may submit this map as constructed line map for that section, showing such changes as may be made during construction.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock
W. C. Williams

FORM 5-H-1 500 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

135-1005

NOTED
O. B. McCullough

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APR 3 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 30, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 31 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. S. Smith :

Dear Sir:

I am inclosing an order for state force work on contract project, which order covers construction of right of way fence on Unit #3, Chichester Gulch-Summit section of Shaniko-Fossil Secondary highway in Wheeler county.

This right of way was donated by the owner with the consideration that the fencing be done either by the state or the county. The County will do the fencing but will demand that the State pay for the same. It would appear advisable for us to proceed with the construction of the fence ourselves.

Very truly yours

WCWilliams

Division Engineer

WCW V

Incls.

cc Mr. Baldock

RECEIVED
MAR 31 1937
FOR FILING

135-1005

March 30, 1937

Fisher Bros.
Oregon City, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 1954 awarded to you on February 18, 1937, for grading and topping on the Unit No. 3, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

This copy is for your records and files.

Very truly yours,

H. B. Glaisyer
Secretary

AM

#1954

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MAR 23 1937
FOR FILING

135-1005

March 16, 1937.

STANDARD OIL COMPANY OF CALIFORNIA
Walla Walla, Washington

Attention J. Jacobson
District Credit Man

Dear Sirs:

Reference is made to your letter of March 11, concerning the Fisher Bros. contract for the construction of Unit No. 5, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

You are advised that the information requested is not yet available. We will hold your form of inquiry and will furnish the information at a later date.

Very truly yours,

Secretary

[illegible]

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG
SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

RECEIVED
MAR 1 2 1937
OREGON
STATE HIGHWAY COMMISSION

March 11, 1937

Fisher Brothers,
Oregon City, Ore.
Wheeler County: Unit 3, Chichester Gulch
-Summit Sec. Shaniko-Fossil Secondary Hwy.

Mr. H. B. Glaisyer,
Sec'y, Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

We recently received from your office the attached form which you were kind enough to fill out for us.

It was our understanding that the subject job and the job grading, surfacing and oiling 4.10 miles of the Fossil-Kinzua Junction Section of the John Day Highway were separate and distinct jobs. If such is the case we are wondering whether the information has been reported correctly on this form.

In the event an error has been made we would appreciate your filling out the new form which we are attaching, and returning it to us in the self-addressed envelope.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA,

R.T.Vivian, District Sales Manager

By J. Jacobson
District Credit Man

EBG:DH
Att

To
Standard Oil Company of California,
Walla Walla, Washington

Fisher Bros., Oregon City, Ore.
Wheeler County: Unit 3, Chichester Gulch-
Summit Sec. Shaniko-Fossil Secondary Highway
.95 mi. grading

Fisher Bros., Rt. #3, Oregon City, Oregon.
Name of Contractor Address

(If above is incorrect, please give correct name and address)

General contractor under whom work is being done:

Name Address

Contract Number: 1945

Description and location of work: Fossil-Kinzua Junction Section of the John Day Highway in Wheeler County, 4.10 miles grading, surfacing and oiling.

Amount of Contract: $69,624.50

Name and address of bondsmen furnishing materialmen's bond:
Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents, Yeon Bldg., Portland.

Amount of Bond: $ 69,624.50

Time limit to contractor or estimate of when job will be completed:
August 31, 1937

How contract provides for payment to Contractor: On estimates every 30 days when work is in progress.

Signed
H. B. Glaisyer, Secretary.

Date March 9, 1937

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 30 1936
FOR FILING

135-1005

December 28, 1936

RECEIVED
DEC 29 1936
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am forwarding herewith special provisions, estimate of cost, summary of quantities and typical section for the grading and graveling of Unit No. 3, Chichester Gulch-Summit Section of the Shaniko-Fossil Secondary Highway in Wheeler County.

The profile tracing is in your files at Salem. By express I am forwarding to you the 100 foot scale map of this section. Right of way descriptions have also been previously submitted and it is my understanding that options have been secured for all of the right of way involved. This, however, should be confirmed with Mr. Dever's office.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:AA
enc.

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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DEC [illegible]
FOR FILES

OREGON STATE HIGHWAY COMMISSION

SALEM

135-1005

December 18th, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Sometime ago the Commission approved the .9-mile extension of the Chichester Gulch Section grading and surfacing in the amount of $10,000. This was at the request of the County Court that the project be extended so as to fulfill our agreement and make a direct connection to the existing road at Chichester Gulch proper.

Will you kindly submit plans and specifications so that this work may be let on January 21st. They should be submitted as early as possible, as Mr. Probert's office will be very busy with legislative work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

CONTRACT # [redacted] 1957

FA 56-C Shedd-Halsey Sec., Pacific 1937
Hwy.

1957

R.H. Baldock

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APR 4 1938
FOR FILING

NOTED
State Highway Engineer

Shedd-Halsey Section
Pacific Highway
Contract 1957 Prefix 22-1104
Warren Northwest Roads, Contractor R. A. Furrow, Resident Engineer

FINAL COST REPORT TO OCTOBER 31ST, 1937

56-e

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$963.36	100%		1,000.00	$1,000.00
Trench Excavation	2,129.90	2,126.0 cu. yd.	1.00	0.90	1,913.40
Single Excavation	11,731.50	75,009.1 cu. yd.	0.156	0.17	12,751.55
Overhaul	339.49	23,114.6 yd. sta.	0.015	0.03	693.44
Truck Haul	979.09	8,424.4 yd. mi.	0.116	0.15	1,263.66
Finishing Roadbed & Slopes	2,105.98	7.08 Mi.	297.46	250.00	1,770.00
Remove Sidewalks	104.17	308.7 sq. yd.	0.337	0.30	92.61
12" Concrete Pipe	1,626.17	1,696 lin. ft.	0.959	1.00	1,696.00
18" " "	1,139.08	540 " "	2.109	2.20	1,188.00
24" " "	146.70	51 " "	2.877	3.00	153.00
30" " "	460.24	96 " "	4.794	5.00	480.00
36" " "	3,839.14	616 " "	6.232	6.50	4,004.00
8" Sewer Pipe	350.21	730.5 " "	0.479	0.50	365.25
12" " "	2,618.93	3,037.9 " "	0.862	0.90	2,734.11
8" Special Sections	5.75	3 only	1.92	2.00	6.00
12" " "	51.78	18 "	2.877	3.00	48.00
Pavement Cutting	18.41	48 lin. ft.	0.384	0.40	19.20
Salvaging Culvert Pipe	10.07	21 " "	0.480	0.50	10.50
Concrete Catch Basins	438.51	15 only	29.234	40.00	600.00
Class "D" Concrete	785.17	43.74 cu. yd.	17.950	20.00	874.80
Metal Reinforcement	296.35	5,544 lb.	0.053	0.06	332.64
Concrete Curbs	1,118.53	1,910.4 lin. ft.	0.585	0.60	1,146.24
Concrete Sidewalks	396.72	270.8 sq. yd.	1.465	1.50	406.20

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3"-1½" Cr. Rock in Base & Shldrs.	$34,680.35	20,322.5 cu. yd.	1.707	1.60	$32,516.00
3/4"-0 " " " " " "	30,102.38	17,643.0 cu. yd.	1.706	1.60	28,228.80
Sprinkling	1,200.77	681 M-Gal.	1.763	1.50	1,021.50
Class "A" Asphalt	35,424.26	8,251.25 Ton	4.293	4.70	38,780.88
" "B" "	24,386.78	5,717.75 Ton	4.265	4.70	26,873.43
Cutback Wearing Surface	22,071.51	5,163.75 Ton	4.294	4.70	24,269.63
PA #1 6" Sewer Pipe	18.41	48 lin. ft.	0.384	0.40	19.20
PA #2 Placing 12" Concrete Pipe	15.30	60 " "	0.255	0.30	18.00
PA #3 Removing Old Pavement	29.29	95.8 sq. yd.	0.306	0.30	28.74
PA #4 ¼" Mat'l for Sanding	148.50	90 cu. yd.	1.650	1.50	135.00
PA #5 Furnishing & Stockpiling Cr. Rock for Oiling	75.00	173 cu. yd.	0.434	75.00	75.00
Force Order	940.43				700.68
Less Signs					- 52.80
	$180,748.23				$186,162.66

Gross Revenue	$186,162.66
Total Cost	180,748.23
Net Profit	$5,414.43

Net Profit Equals 2.91% of Total Revenue

Contract 1957

Detail of Cost

Labor:

Labor	$40,753.10	
Supervision	3,689.76	
State Industrial Accident Insurance 5½% of Payroll	2,444.36	
Unemployment Compensation 2%	888.86	
Old Age Benefit 1%	444.43	
		$48,220.51

Materials:

12" Concrete Pipe	1,696 lin. ft.	at 0.70	1,187.20	
18" " "	540 " "	at 1.63	880.20	
24" " "	51 " "	at 2.55	130.05	
30" " "	96 " "	at 3.85	369.60	
36" " "	616 " "	at 5.40	3,326.40	
8" Sewer Pipe	730.5 " "	at 0.35	255.68	
12" " "	3,037.9 " "	at 0.65	1,972.69	
8" Special Sections	3 only	at 1.30	3.90	
12" " "	1 "	at 1.95	1.95	
12" " "	17 "	at 2.60	44.20	
6" Sewer Pipe	48 lin. ft.	at 0.25	12.00	
3" Drain Tile	800 " "	at 0.04	32.00	
Grade "D" Asphalt	703.24 ton	at 18.698	13,149.32	
RC 4 Cutback	238.51 ton	at 18.764	4,475.33	
Metal Reinforcement	5,544 lb.	at 0.0399	220.94	
Aggregate Sand	330 cu. yd.	at 1.85	610.50	
" "	2,117 cu. yd.	at 1.48	3,131.05	
Grills for Catch Basins	15	at 8.325	124.98	
				$29,927.99

Miscellaneous:

Equipment Rental	$26,706.43	
Gas, Oil & Grease	8,101.65	
Electric Power	1,664.33	
Sub-Contracted Hauling Expense	23,441.69	
Materials for Concrete Structures	1,048.36	
Form Lumber	2,739.26	
Lumber for Crusher Erection	680.55	
Parts, Small Tools, Supplies	9,216.58	
Freight & Move In	3,317.86	
Overhead Expense	5,456.01	
Home Office Expense 3% of Revenue	5,534.77	
Bond 1% of Revenue	1,861.63	
O'Neil Sub-Contract	12,830.61	
		$102,599.73
Total Cost		$180,748.23

Contract 1957

Crushing Costs

Surface Rock	Quantity	Unit Cost	Cost	
Crusher Erection	37,962 cu. yd.	.1150	$4,365.68	
Quarry Operation	" "	.0883	3,350.64	
Quarry to Crusher	" "	.2084	7,909.88	
Crusher Operation	" "	.4808	18,253.75	
Total	37,962 cu. yd.	.8925	$33,879.95	Cost in Bunker
Surface Rock (Bunker)	37,962 cu. yd.	.8925	$33,879.95	
Haul to Street	" "	.4861	18,454.10	
Spread Street	" "	.3279	12,448.68	
Total	37,962 cu. yd.	1.7065	$64,782.73	
Mineral Aggregate				
Crusher Erection	14,304 cu. yd.	.1150	$1,644.96	
Quarry Operation	" "	.0883	1,263.04	
Quarry to Crusher	" "	.2084	2,980.95	
Crusher Operation	" "	.5351	7,654.49	
Total	14,304 cu. yd.	.9468	$13,543.44	Cost in Bunker
Mineral Aggregate (Bunker)	14,304 cu. yd.	.9468	$13,543.44	
Crusher to Stockpile	" "	.2472	3,536.22	
Stockpile to Plant	" "	.3311	4,735.45	
Total	14,304 cu. yd.	1.5251	$21,815.11	

Contract 1957

REMARKS ON CRUSHING OPERATIONS:

The contractor elected to take crusher material from a County site adjacent to the State quarry as the site was already opened up and accessible by road. The County required delivery at the plant site of 2000 cubic yards crushed material as royalty for use of the site. Two men using a 110 cu. ft. compresser and one jackhammer put in a coyote. Drilling and loading required five weeks. Approximately 12 ton of powder was loaded, and the shot brought down in excess of 55,000 cubic yards of diced material well broken so that no further shooting was necessary.

One month was required to erect the crushing plant which consisted of a 30" x 5' mechanical feeder, a 15" x 36" primary jaw crusher, a 28" Traylor gyratory crusher, a 40" x 20" roll crusher, three screens, a one deck 3' x 12', a two deck 30" x 8' and a three deck 60" x 10', 375 feet of 30" conveyor belt and 6 electric motors totaling 270 h.p. The motors were operated by electric current drawn from a nearby commercial power line. Cost of electric power was about $1.00 an hour which is equivalent to the average cost of power furnished by diesel equipment, with the advantage of uniform power constantly available. 14,304 cubic yards of mineral aggregate for asphaltic concrete were crushed in 304 hours at the rate of 47 cubic yards per hour. 37,963 cubic yards of base and key material for surfacing and shoulders were crushed in 730 hours at the rate of 52 cubic yards per hour. Quarry rock was loaded by a 1¼-yard gas shovel into one 1½ ton truck which hauled the rock down a slight grade of about two hundred feet to a feeder platform.

Much difficulty was experienced in adjusting the crushing plant, and it was frequently necessary to shut down for repairs. Scrap metal left in the quarry site from previous operations was the source of much trouble.

Contract 1957

Asphaltic Concrete Costs

	Cost	Quantity	Unit Cost
Dismantle & Move In	$1,838.84	19,132.75 tons	.0960
Erect Plant	2,510.35	" "	.1312
New Parts & Repairs	3,352.57	" "	.1752
Operate Plant	9,849.03	" "	.5148
Depreciation & Interest	2,870.00	" "	.1500
Haul Asphaltic Concrete (Av. 2 miles)	4,189.21	" "	.2190
Prepare Subgrade & Lay Ribbons	6,726.46	" "	.3516
Traffic Control	439.25	" "	.0230
Lay Asphaltic Concrete	7,643.10	" "	.3995
Supervision, Bond & Overhead	4,017.88	" "	.2100
Production Cost	$43,436.69	19,132.75 tons	2.2703

"A" Grade Asphaltic Concrete

		Cost	Quantity	Unit Cost
Production Cost		$18,732.81	8,251.25 tons	2.2703
"D" Grade Asphalt	415.39 T at 18.698	7,767.10	" "	0.9413
Mineral Aggregate	6,076 cu. yd. at 1.194	7,254.74	" "	0.8792
Sand	1,092 cu. yd. at 1.529	1,669.61	" "	0.2023
Cost of "A" Grade		$35,424.26	8,251.25 tons	4.2931

"B" Grade Asphaltic Concrete

		Cost	Quantity	Unit Cost
Production Cost		$12,981.31	5,717.75 tons	2.2703
"D" Grade Asphalt	287.85 T at 18.698	5,382.22	" "	0.9413
Mineral Aggregate	3,746 cu. yd. at 1.194	4,472.72	" "	0.7823
Sand	1,014 cu. yd. at 1.529	1,550.53	" "	0.2712
Cost of "B" Grade		$24,386.78	5,717.75 tons	4.2651

Cutback Asphalt Wearing Surface

		Cost	Quantity	Unit Cost
Production Cost		$11,723.26	5,163.75 tons	2.2703
RC 4 Cutback Asphalt	238.51 T at 18.764	4,475.33	" "	0.8667
Mineral Aggregate	4,482 cu. yd. at 1.194	5,351.51	" "	1.0364
Sand	341 cu. yd. at 1.529	521.41	" "	0.1010
Cost of Cutback Surface		$22,071.51	5,163.75 tons	4.2944

AVERAGE COST "A", "B" & CB ASPHALTIC CONCRETE

	Cost	Quantity	Unit Cost
Production Cost	$43,437.38	19,132.75 tons	2.2703
Asphalt	17,624.65	" "	0.9212
Mineral Aggregate	17,078.97	" "	0.8926
Sand	3,741.55	" "	0.1956
Average Cost of Asphaltic Concrete	$81,882.55	19,132.75 tons	4.2797

Contract 1957

REMARKS ON ASPHALTIC CONCRETE:

Mineral aggregate and sand for asphaltic concrete were stockpiled at the plant site in Shedd. The paving plant was erected in nine days, being placed alongside a railroad spur on which the "D" grade asphalt and RC 4 cutback oil was delivered. Aggregate was transferred by a 1-cu. yd. clamshell from the stockpiles to a bucket conveyor which dumped into the drier. A 75 h.p. cat with rear end dozer kept the stockpiled material within reach of the clamshell. The driers were heated by fuel oil, and the hot aggregate was carried to the mixing bins by bucket conveyor. After several days running a second drier was added to the set-up and materially increased the efficiency of the plant. Oil was pumped from the rail cars to storage tanks, heated and thence to the mixing bins. 8251.25 tons of "A" grade and 5717.75 tons "B" grade asphaltic concrete and 5163.75 tons of cutback asphalt wearing surface, or a total of 19132.75 tons were produced in 34 working days. During this period the plant on a two 6-hour shift worked 293 hours. Production averaged 563 tons per day or 65.3 tons per operating hour. Grade "A" contained .74 cu. yd. crushed rock, .13 cu. yd. sand and .0504 tons of "D" grade asphalt per ton of asphaltic concrete. Grade "B" contained .66 cu. yd. crushed rock, .18 cu. yd. sand and .0504 tons of grade "D" asphalt per ton of asphaltic concrete. These grades were used to level the old pavement and as base courses on the sections of new grade. Cutback asphalt wearing course contained .87 cu. yd. crushed rock, .07 cu. yd. sand and .0462 tons RC 4 cutback asphalt per ton of wearing course. This course was spread the entire width of the paved roadbed - 22 feet - except through the City of Shedd where the width was increased to conform with the area of the city street.

Contract 1957

GENERAL REMARKS:

This contract was awarded March 26, 1937 and on April 6th, the contractor commenced work by putting in a coyote hole at the quarry site located at Saddle Butte, 3 miles east of Shedd. The quarry was shot, and the crusher erected. The contractor completed clearing and grubbing, and laying of sewer pipe. By July 7th, the crusher started producing mineral aggregate for asphaltic concrete and stockpiling at the plant site at Shedd. Grading operations by the sub-contractor, M. L. O'Neil, was started, using an elevating grader, pull blade and dozer operated by RD 8 cats, and a power grader. This equipment graded the ditches, throwing material in, to build up the grade and drifting material with LeTourneau scrapers. When sufficient grade was prepared, a trench was dug along the existing pavement, using a power grader, and the trench and shoulders covered with two keyed lifts of surface and shoulder material consisting of crushed rock. As grading work has been delayed until the road and ditches were dry, surface rock had to be stockpiled until the grade was ready for surfacing. The stockpiling of material increased the cost of this item. While surface rock was being applied all pipe was installed and all small concrete structures constructed. On September 15th, the paving plant had been erected at Shedd, and paving commenced the following day. The plant averaged 563 tons per day working two 6-hour shifts. By October 25th, all grading and placing of surface rock had been completed. Paving was finished October 24th, and shoulder rock, extra work and clean-up were completed on November 4th.

The job was bid to allow a small profit on nearly all items. Additional profit would have been realized if grading operations had not been delayed. Another factor which reduced profits was the continual failure of the crushing plant. It was originally planned by the contractor to bring a paving plant from a job in Washington. This plant was not available, however, when it was needed, and there was considerable delay in preparing and moving in another plant. This deferred paving operations until fall when operations were slowed up somewhat by cool weather and occasional rains.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#1957

[illegible] FOR FILING

56-e

March 31, 1938

United States Fidelity & Guaranty Company,
M. K. Sprett, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1957 for the construction of the Shedd-Halsey Section of the Pacific Highway in Linn County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after April 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performanve of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $186,155.84, including the final payment. Of this amount $700.68 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 15, 1938.

56-e

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. J. H. McCallister.

Dear Sir:

The original measurements used in estimating the materials left in stock piles by the contractor at the Shedd quarry, upon the completion of the Shedd-Halsey contract, which material was purchased by the State under Price Agreement No. 5 for a lump sum of $75.00, are as follows:

1. 3/4" - 0" S. P. 40 ft. length 25 ft. width 3.5 ft. height
40 x 25 x 3.5 = 129 cu. yds.

2. 3/4" - 1/4" S. P. 30 ft. length 10 ft. width 3.0 ft. height
30 x 10 x 3.0 = 22 cu. yds.

3. 1/4" - 0" S. P. 30 ft. length 10 ft. width 3.0 ft. height
30 x 10 x 3.0 = 22 cu. yds.

Estimated total of 173 cu. yds. of Crushed Rock for lump sum $75.00

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
S. H. Probert

HW 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

56-e

January 24, 1938

IN REPLY PLEASE
REFER TO FILE NO.

22-1104

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting to Mr. S. H. Probert this date four copies of the semi-final estimate and three copies of the quantity summary sheet for the Shedd-Halsey Section of the Pacific Highway in Linn County. The supporting data has not yet been submitted from the field but is expected in about a week or ten days. At that time it will be transmitted by letter directly to Mr. J. W. McCallister.

There is attached a copy of the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. Nash
J. W. McCallister

RECEIVED
JAN 13 1938
FOR FILING
56-e

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

January 11, 1938

Mr. E. G. Smithe

This is some evidence of scaling from over-finishing north of Junction City. Photographs furnished by Tom Davis. Please check in this matter.

RHD:HI
cc T. M. Davis

RECEIVED
DEC 13 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 56-C

December 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 56-C, Shedd-Halsey section, Pacific Highway, was made by a representative of this office on November 9, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

#1957

56-e

IH 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

December 4, 1937

IN REPLY PLEASE
REFER TO FILE NO.
22-1104

Warren Northwest Inc.,
P. O. Box 5072,
Portland, Oregon.

Gentlemen:

In reply to your letter of December 2nd, we advise that you are correct in your statement that no extension of time is necessary on your contract No. 1957, Shedd-Halsey Section of the Pacific Highway.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. B. Glaisyer ✓

#1957

WARREN NORTHWEST INC.
PORTLAND, OREGON

RECEIVED
DEC 4 - 1937
OREGON
STATE HIGHWAY COMMISSION

56-e

December 2, 1937

Mr. F. D. Eason, Division Engineer
Oregon State Highway Commission
Salem, Oregon

Attention, Mr. G. W. Ross, Office Engineer

Dear Sir:

In reply to your letter of November 29th with reference to our contract No. 1957, Shedd-Halsey Section of the Pacific Highway, we wish to refer you to the last line of paragraph 3 of Supplement Agreement which was made part of the contract at the time of award of this project which extends the time from October 31st, 1937 to November 30, 1937.

In view of the above no extension of time should be required. Kindly advise.

COPY

Very truly yours,

WARREN NORTHWEST INC.

J. R. Wininger
Vice Pres.

Copy to H. B. Glaisyer
JRW:ZA

NOTED
H B GLAISYER

1M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

November 29, 1937

IN REPLY PLEASE
REFER TO FILE NO.
22-1104

56-C

Warren Northwest, Inc.,
Box 5072,
102nd Avenue & Warren Road,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

As your contract No. 1357, Shedd-Halsey Section of the Pacific Highway, has overrun the time limit, it will be necessary to submit a request for an extension of time from October 31st to November 4th, inclusive. Your request must be accompanied by the written consent of your surety.

Yours very truly,

F. D. EASON,
Division Engineer,

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc H. B. Glaisyer.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

56-e

November 13, 1937

IN REPLY PLEASE
REFER TO FILE NO.
22-1104

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

With respect to the attached letter from Belle H. Bates, of Shedd, you are advised that I called on Miss Bates yesterday and explained that the footpaths would be oiled as early in the spring as weather would permit. In the meantime I asked her indulgence and also to inform the other interested parties that this work would be done by the State in conformity with the understanding which the local people had regarding this improvement.

She seemed quite satisfied with my assurance that this work would be done, but due to the many conflicting reports, she thought it best to write direct to headquarters to find out what would be done.

Yours very truly,

F. D. Eason
F. D. EASON,
Division Engineer.

FDE:AM

ephone office.
11

Shedd Ore Nov 6 [illegible]37

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem Ore -

Gentlemen :- one of your men, the one who, I understood had secured the property for widening the highway, told me when here that our walks, would be black-top - and be smooth to walk on like the pavement. We had board walk previously, and I told him I didnt want a gravel walk; the way they have left it, is terrible - wears out more shoes than one could possibly afford to buy, beside so hard to walk on - as you would naturally know that sharp cut rock is very injurious to foot wear - also.

Now - I told the man - I didnt want a lose gravel walk - & if they were not going to put on the smooth black top I wanted a board walk again, which at least would be easy to walk on.

I will have to have something done as I cant stand it the way it is, (I have to get out on the pavement to walk now.) or else will have to lay plank on top the gravel - We cant have it this way. They surely left us in a nice mess, as far as walks go. What will be done about it?

Yours truly
Belle H. Bates.

#1957

RECEIVED
NOV 12 1937
FOR FILING
5-6-e

November 10, 1937

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of the 9th instant inclosing a copy of the Belcher Tire Company's letter, directed to you, advising that its claim against the Warren Northwest, Inc., has been satisfied.

Very truly yours,

HBG:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 10 1937
OREGON
STATE HIGHWAY COMMISSION

November 9, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information, a copy of a letter from Belcher Tire Company advising that their claim against Gean Moon, subcontractor under the Warren Northwest Inc. principal, has been satisfied.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

ACKNOWLEDGED
H B. GLAISYER

COPY

November 8, 1937

Secretary of State of the State of Oregon and
Oregon State Highway Commission
Salem, Oregon

Subject: WARREN NORTHWEST INC.
HALSEY-SHEDD CONTRACT No. 1957

Gentlemen:

We are advising claim recently filed by Belcher Tire Company against Dean Moon, subcontractor under the above Warren Northwest Inc., principal, contract, has been adjusted to our satisfaction and can be disregarded and deemed withdrawn. Consequently, as far as we are concerned, you are authorized to make payments to principal contractor without regard to our claim.

Very truly yours,

BELCHER TIRE COMPANY

By L. B. BELCHER
L. B.Belcher

State of Oregon
County of Multnomah

Signed before me this 8th day of November 1937 (seal)

A. M. Eppling
My commission expires June 18, 1941.

RECEIVED
NOV 12 1937
FOR FILING

56-e

November 9, 1937

Belcher Wire Company
722 N. W. Flanders
Portland, Oregon

Gentlemen:

This acknowledges your letter of the 8th instant advising that your claim against Warren Northwest, Inc., has been paid in full. I wish to thank you for this information.

Very truly yours,

Secretary

HBC:AM

November 9, 1937

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that I have just received from the Belcher Tire Company advising that its claim against Warren Northwest, Inc., arising out of its contract for grading and paving the Shedd-Halsey Section of the Pacific Highway, in Linn County, No. 1957, has been paid in full. This information is given inasmuch as you appear surety on the bond furnished by Warren Northwest, Inc., in connection with this project.

Very truly yours,

Secretary

HBG:AM

cc - Warren Northwest, Inc.
Box 5072
Portland, Oregon

November 8, 1937

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Secretary of State of the State of Oregon and
Oregon State Highway Commission
Salem, Oregon

Subject: WARREN NORTHWEST INC.
HALSEY-SHEDD CONTRACT No. 1957

Gentlemen:

We are advising claim recently filed by Belcher Tire Company against Gean Moon, subcontractor under the above Warren Northwest Inc., principal contract, has been adjusted to our satisfaction and can be disregarded and deemed withdrawn. Consequently, as far as we are concerned, you are authorized to make payments to principal contractor without regard to our claim.

Very truly yours,

BELCHER TIRE COMPANY

By L. B. Belcher
L. B. Belcher

State of Oregon
County of Multnomah

Signed before me this 8th day of November 1937

COMMISSION EXPIRES JUNE 15, 1941

ACKNOWLEDGED
H. B. GLAISYER

[illegible]

56-C

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 6, 193 7

Section Shedd-Halsey

Highway Pacific

Contractor Warren Northwest Inc.

Date of contract March 24, 193 7

Date work started April 6, 193 7

Amount of contract $ 172,570.00

Kind of work Grading & Paving

Section prefix 22-1104

Contract number 1957

Date of completion October 31, 193 7

Estimated date of completion November 4, 193 7

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 188,000.00

Per cent of contract completed, based on total contract price 100 plus %

Engineering cost to date, $ 9,490.00, 5.5 %

Date project was completed November 4, 193 7

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party all in the office all week working on final estimate.

Contractor completed all work including Extra Work on Thursday and moved office to Portland on Friday.

NOTED
E. N. HACKETT

NOTED
H. G. SMITH

RECEIVED
NOV 8 - 1937
DIVIS[illegible]

NOT[illegible]
RAY WEB[illegible]

NOV - 1937

Signed R.A. Furrow

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.08				7.08
Miles partially completed					
Miles completed	7.08				7.08
Total estimated quantities	75,000 c.y.				19,135 T
Estimated quantities moved or placed to date	75,000 c.y.				"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		16			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Linn COUNTY	Misc. COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8	9				5	22
Men and teams							
Men and trucks under 3 tons	1	1					2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

HW 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

FOR FILING
56-C

November 5, 1937

IN REPLY PLEASE
REFER TO FILE NO.
22-1104

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e .

Attention: Mr. H. G. Smith.

Dear Sir:

With reference to the rehabilitating of the Linn County road leading from Shedd out to the state quarry, where the Warren Northwest Company has produced the rock for the Shedd-Halsey project, you are advised that I took the County Commissioners and the County Engineer over this road at the completion of the hauling operations. The County Court and the Engineer insisted that the contractor had agreed and promised to put the road in a satisfactory condition when the work was completed.

The only portion of this county road that seemed to be in a bad condition was a section of approximately 1,000 feet around two reverse curves. The contractor had already added considerable rock to this portion of the road. It was at this time, however, somewhat deformed and rough. The County officials seemed to think that it might require 40 or 50 yards of rock to the station to put it in shape. I estimated and argued that 30 yards to the station would be ample and if their agreement with the contractor were verified, we would ask him to supply that rock and also fill in any holes and other deformed spots along the entire route, that the State would then hand-patch the holes that could be patched out on the oiled macadam section, and that the County themselves should reoil the 1,000-foot section around the two curves. This was agreed, and the contractor's superintendent agreed to reshape the road and add the rock if he were so authorized by Mr. Wininger, the vice-president of the company.

Mr. Wininger, however, later denied this was the agreement. They bladed and reshaped the road throughout, filled in the holes, added 150 cubic yards of rock and considered that they had fulfilled their obligations in compliance with their agreement with the County officials. Their records show that they placed a total of 705 yards

Mr. R. H. Baldock November 5, 1937.

of rock on this road during the period since hauling commenced last summer. We are now patching out the holes with oil as agreed. I am fearful that the County is still going to complain that this road is not satisfactorily rehabilitated, but I don't think we should try to force the contractor to do more. The County has spent considerable money on its county roads this summer due to the frost damage last winter. On this particular section, no maintenance money whatever has been expended by the County to date since the contractor started his operations.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

#1957

RECEIVED
NOV 5 1937
FOR FILING
56-e

November 5, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 30, with which you enclose three copies of a notice of claim by Belcher Tire Company for $657.80 against Warren Northwest, Inc. for work on the Shedd-Halsey Section of the Pacific Highway, in Linn County, State Highway Commission Contract No. 1957.

We are sending two of these copies on to the contractor and his surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

#1957

RECEIVED
NOV 5 1937
FOR FILING
56-e

November 5, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of October 30, with which you enclose three copies of a notice of claim by Belcher Tire Company for $657.30 against Warren Northwest, Inc. for work on the Shedd-Halsey Section of the Pacific Highway, in Linn County, State Highway Commission Contract No. 1957.

We are sending two of these copies on to the contractor and his surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 5, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
    G. B. Eckles, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State's office notice of a claim by Belcher Tire Company for $657.50 against Warren Northwest, Inc., for work on the Shedd-Halsey Section of the Pacific Highway, in Linn County, State Highway Commission Contract No. 1957.

Inasmuch as you are named surety on the bond furnished by the contractors, we enclose for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Warren Northwest, Inc.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Belcher Tire Company for $657.50 against the bond taken from Warren Northwest Inc. for work on the Shedd-Halsey section of the Pacific Highway which was received from Will H. Masters, Attorney, Yeon Building, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

To: The Secretary of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, L. B. Belcher, doing business as Belcher Tire Company, has a claim for materials furnished, which materials furnished consisted of motor truck tires and tubes which were used on the trucks used in the construction of the Shedd-Halsey section of the Pacific Highway in the State of Oregon, in the sum of $957.50, no part of which has been paid except the sum of $300.00, and there is now due and owing on said claim the sum of $657.50, which materials were furnished to and used by Gean Moon, sub-contractor under Warren Northwest, Inc., and which claim is against the bond taken from said Warren Northwest, Inc. for the work of constructing the Shedd-Halsey section of the Pacific Highway in the State of Oregon.

BELCHER TIRE COMPANY

By L. B. Belcher

STATE OF OREGON)
County of Multnomah) ss.

I, L. B. BELCHER, being first duly sworn, say:

That I am the claimant above named.

That I have read the foregoing Notice of Claim, know the contents thereof, and the same are true, as I verily believe.

L. B. BELCHER

Subscribed and sworn to before me this 29th day of October, 1937.

(SEAL)

W. H. Masters
Notary Public for Oregon
My Commission expires: October 3, 1939

Endorsed: File No. 2714
Filed October 30, 1937
EARL SNELL, Secretary of State

RECEIVED
NOV 3 1937
FOR FILING
56-C

November 1, 1937

Mr. Will E. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 28, enclosing notice of claim by L. B. Belcher against Warren Northwest, Inc., in the amount of $657.50, unpaid balance due for materials furnished for use in the construction of the Shedd-Halsey Section of the Pacific Highway, State Highway Contract No. 1957.

We have today notified the contractor and his surety of this claim and you should do the same, if you have not already done so. In addition, for full protection of the same, the Secretary of State should be notified in accordance with the requirements of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

encl.

November 1, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
G. B. Eckles, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice from Mr. Will H. Masters, Attorney, Portland, setting forth the claim of L. B. Belcher against Warren Northwest, Inc., for materials furnished to be used in the construction of the Shedd-Halsey Section of the Pacific Highway, in the sum of $857.80, unpaid balance.

We are notifying you, as surety, in regard to this uncollected balance, and trust that you will see that it is promptly taken care of. This concerns State Highway Contract No. 1937.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Warren Northwest, Inc.

RECEIVED
OCT 30 1937
OREGON
STATE HIGHWAY COMMISSION

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6581
PORTLAND, OREGON

October 29th,
1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Kindly find enclosed Notice of Claim by L. B. Belcher against the bond furnished by Warren Northwest, Inc.

Yours truly,

Will H. Masters

WHM:HM

REFERRED TO
Mrs Lewis
SECRETARY
prepare customary letter

To: The Highway Commission of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned, L. B. Belcher, doing business as Belcher Tire Company, has a claim for materials furnished, which materials furnished consisted of motor truck tires and tubes which were used on the trucks used in the construction of the Shedd-Halsey section of the Pacific Highway in the State of Oregon, in the sum of $957.50, no part of which has been paid except the sum of $300.00, and there is now due and owing on said claim the sum of $657.50, which materials were furnished to and used by Gean Moon, sub-contractor under Warren Northwest, Inc., and which claim is against the bond taken from said Warren Northwest, Inc. for the work of constructing the Shedd-Halsey section of the Pacific Highway in the State of Oregon.

BELCHER TIRE COMPANY

By L. B. Belcher

STATE OF OREGON)
County of Multnomah) ss.

I, L. B. BELCHER, being first duly sworn, say:

That I am the claimant above named.

That I have read the foregoing Notice of Claim, know the contents thereof, and the same are true, as I verily believe.

L. B. Belcher

Subscribed and sworn to before me this 29th day of October, 1937.

W. H. Masters
Notary Public for Oregon

My commission expires: October 3, 1939

56-C

RECEIVED
OCT 30 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
NOV 1937
State Highway Engineer
FOR FILING

Shedd Oregon
10-26-37

Gentlemen

In regards the 18 inches of Mud and loose rock piled in my front yard. The damage to my property is equal to raising the foundations the height of the grade also it will have to be moved back as it comes within 6½ feet of my house. What are you going to do about it,? It seems its just about as your head engineer told a lady here in town (quote) We do just as we please when we come into a town. The paving plant hadent been in operation ½ day till the dust and dirt on the streets of the town were so bad you left tracks on the sidwalks. And I understand the plant is to left here for other jobs.

The new pavement is so rough that a 1937 -V-8- will suspend chatter as it is driven over it.

But we surmise the Highway commission and Warren are better friends than is generally known.

From what we have seen this summer the Newspapers of this country had better quit hollering about Hitler and get busy with an outfit in this state that is getting by with more than he is.

Shedd
Oregon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

N. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 25 1937
FOR FILING

October 19, 1937

IN REPLY PLEASE REFER TO FILE NO.
22-1104

NOTED
State Highway Engineer

Mrs. Jesse H. Bond,
1790 Walnut Street,
Eugene, Oregon.

Dear Madam:

This will reply to your letter of September 17 to the Highway Commission complaining about the dirt that had been piled up around the barn on the property of H. C. Davis, deceased, in the town of Halsey.

You are advised that this dirt has been removed where it contacted the timbers and woodwork of the barn, except at the front approach where it was necessary to fill in and rock the approach-way up to the barn door. This, I believe, was called for in your option. We have also placed rock for a driveway from the rear entrance of the barn in conformity with the agreement.

I looked this over personally yesterday and believe we have fulfilled our obligations and that you will be thoroughly satisfied with the work as now completed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
Right of Way Department

RECEIVED
OCT 11 1937
FOR FILING

56-e

RECEIVED
OCT 11 1937
STATE HIGHWAY COMMISSION

WARREN NORTHWEST INC.
formerly
NORTHWEST ROADS COMPANY

BOISE, IDAHO
BILLINGS, MONTANA

P.O. BOX 5072
PORTLAND, OREGON

October 9, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In reference to our conversation of recent date in which you stated that you would like to try one car of RC4 cut back asphalt with about 10% cutter stock, in the surfacing mix on the Shedd-Halsey project, we wish to advise you that we have taken this up with the Standard Oil Company who are furnishing the cut back asphalt for this project, and they have consented to furnish one car of this material from their Richmond Refinery.

Our office at Shedd will advise your Resident Engineer, Mr. Furrow, number of this car when it arrives and he in turn can advise Mr. Finkbeiner.

Our organization will cooperate in every way with your departments in the use of this material.

Very truly yours,

WARREN NORTHWEST INC.

J. R. Wininger
J. R. Wininger
Vice President

Copies to H. G. Smith, Asst. State Highway Engineer
F. D. Eason, Division Engineer, Salem
N. M. Finkbeiner, Engr. for materials
Ray Furrow, Res. Engineer, Albany, Ore.
Ross D. Curless, Warren Northwest, Albany

FORM 6-A-1 5M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 8 1937
FOR FILING
56-e

September 20th, 1937

Mr. F. B. Mason
Division Engineer
State Highway Dept.
Office

NOTED
State Highway Engineer

Dear Sir:

Permission has been granted by the Commission to repair the County road leading from the Shedd quarry to the Pacific Highway which has been damaged due to the hauling done by the Warren Northwest Co.

It is my understanding that the contractors have bladed and placed some rock on this road from time to time, and you are authorized to purchase additional rock to leave it in a presentable condition.

Please make an investigation and submit an order to cover the cost of the work before actually starting work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JAN 19 1938
FOR FILING
5t-e

6b

September 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

The State Highway Commission on September 14 approved your recommendation relative to the repair of the county road in Linn County that is being damaged by the state's contractor in connection with the Pacific Highway improvement at Halsey.

I presume you will want to write the letter of instructions and also one to the county engineer.

Very truly yours,

HBG:AM

Secretary

FORM 9-A-1 5M 2-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

GC GC

RECEIVED
SEP 11 1937
FOR FILING

56-e

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Albany.
September 8, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 9 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. W. C. Smith,
Construction Engineer,
Salem, Oregon.

Dear Sir:

Replying to your letter of the 7th in regard to Price Agreement #3; this is to cover pipe placed for Julia E. St. John (Real Estate Option, File No. 4222) and for Harold S. Pugh (Real Estate Option, File No. 3709).

NOTED

Yours very truly,

R. A. Farrow,
Resident Engineer.

cc: WS.
R. H. Baldock.
F. D. Eason.

FORM 9-A-1 8M 9-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 7, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 9 1937
FOR FILING

56-e

Mr. Ray Furrow,
Resident Engineer,
Albany, Ore.

Dear Sir:

We have just received Price Agreement #2 on the Shedd-Halsey Section, covering placement of 12" pipe as per right of way agreement.

From the information we are able to obtain, we assume that this is on the L. St. John property. Please advise if this is correct and whether all the pipe is to be placed for this one owner.

In the future when submitting work orders covering work necessary to carry out right of way agreement, please give the name, or names of property owners and the stationing at or between which the work is to be done.

This information is necessary in order that we might check the work order against the right of way option and obtain the approval of the right of way department.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
M.

CC to
R.H.Baldock
F. D. Eason

NOTED
State Highway Engineer

September 3rd, 1937

Mr. Walter W. Larsen
Linn County Engineer
Albany, Oregon

Dear Sir:

In the matter of the destruction of the County road between Shedd and Saddle Butte due to the hauling of surfacing material for the Shedd-Halsey Section.

While contractors have a legal right to haul over the County roads as well as logging contractors or others, they realize some public responsibility, and in this particular instance have endeavored to keep the road in repair. I am sure you will find that the Warren Northwest has bladed the road at frequent intervals and spread a considerable amount of gravel where holes have developed.

I will discuss the matter with the Highway Commission, and they may be willing to assist the contractor in repairing the road at the completion of the contract.

Very truly yours,

State Highway Engineer

R

WALTER W. LARSEN
LINN COUNTY ENGINEER
ALBANY, OREGON
PHONE 279-R

RECEIVED
AUG 30 1937
OREGON
STATE HIGHWAY COMMISSION

August 28, 1937

RECEIVED
AUG 31 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

It is our understanding that the contractor, (Warren Construction Company Northwest), on the project from Shedd to Halsey is responsible for repairing any damage done to the roads used in line with their contract.

On the section of county road between Shedd and Saddle Butte almost the entire road has been destroyed due to the heavy trucks hauling the material from Saddle Butte to the highway. The west two-mile section of this road was oiled and in excellent condition for light traffic. Due to the fact that the base was not sufficient for the heavy traffic, the surface of the road was almost completely destroyed.

What procedure should we take to guarantee the repair of this road to its original condition?

Yours respectfully,

Walter W. Larsen

Walter W. Larsen,
County Engineer

REFERRED TO
H G Smith
by State Highway Engineer

Please prepare answer

WWL:MB

RECEIVED
AUG 30 1937
FOR FILING

56-e

WARREN NORTHWEST INC.
formerly
NORTHWEST ROADS COMPANY

RECEIVED
AUG 30 1937
STATE HIGHWAY COMMISSION

BOISE, IDAHO
BILLINGS, MONTANA

P.O.BOX 5072
PORTLAND, OREGON

August 28, 1937

State Highway Engineer

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:- Subject: Shedd-Halsey Contract #1957

Reference is made to our exchange of telegrams of October 25th regarding the above project.

The completion date of this contract originally was October 31, 1937 but due to a delay in award and changes from the original plans, this date was extended by Supplemental Agreement to November 30, 1937.

We have reviewed this contract document and note the specific date of June 1, 1937 is given prior to which no placing of asphaltic concrete shall be permitted unless approval of the Engineer is given but in the absence of a specific date, after which no asphaltic concrete shall be permitted, it is assumed Page 68, Section 23 of the Standard Specifications shall apply, the pertinent part of which we quote below.

> "No asphaltic concrete shall be distributed on a subgrade, sub-base or base that has not been properly prepared and that is not entirely dry and clean. No asphaltic concrete shall be deposited on the road when the atmospheric temperature is below 40° F."

As expressed in our telegram, we are making immediate plans to install asphalt plant on the Shedd project, and we hope for completion of all asphaltic concrete prior to October 1st. It is our sincere desire to cooperate with the Oregon State Highway Commission, and we appreciate the importance to the State in opening the Pacific Highway artery to un-interrupted traffic and realize obstructions throughout the coming fall, winter and spring would be disastrous and costly.

Fortunately, we see no technicalities which will prevent completion of our most important contract, and in a spirit of cooperation we are herewith protesting the arbitrary ruling contained in your telegram of October 25th.

Respectfully yours,

WARREN NORTHWEST INC.

By
Theodore Shoemaker, Pres.

TS:R
cc: F. D. Eason, Division Engineer
H. G. Smith, Construction Engineer

56-E

1207-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

RECEIVED
AUG 30 1937
FOR FILING

RECEIVED
AUG 26 1937
OREGON
STATE HIGHWAY COMMISSION

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Burns Aug.25 1937

To Warren Northwest Inc.

Street and No.

Place Portland,Ore.

Will expect you to install paving plant at Shedd immediately stop Will not permit pavement to be laid after October first stop

R.H.Baldock

Copy R.H.B.
H.G.Smith
[redacted]

Copy

NOTED
State Highway Engineer

Sender's address for reference

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

Sender's telephone number

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
AUG 30 1937
FOR FILING
56-E

August 24, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Warren Northwest, Inc.,
Box 5072,
102nd Ave. & Warren Road,
Portland, Oregon.

Gentlemen:

This letter is to call your attention to the fast approaching fall weather and the necessity of getting your paving operations under way immediately on your Shedd-Halsey Contract.

The contract calls for the completion of all work by October 31st. This was done with the idea of having all bituminous paving work completed by October 1st. We must insist that you program your work accordingly. I can see the likelihood of your being forced to carry over until next spring the completion of this paving work. This will mean a heavy maintenance cost entailing additional shoulder and base rock to properly handle traffic, for which no allowance can be made.

Please advise immediately your plans and schedule of operations.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
cc R. H. Baldock
H. G. Smith
R. A. Furrow

NOTED
State Highway Engineer

RECEIVED
AUG 13 1937
FOR FILIN

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 56-C
Shedd-Halsey section
Pacific Highway

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

Hyp 31528

Form P. R. 2
State Oregon
Project No. 56-C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this eighteenth day of June, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1930, a revised project statement, which was approved by the Secretary on the 5th day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 20th day of January, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred fifteen thousand, eight hundred and 00/100 dollars ($115,800.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey Station 529+64, the south end of Section A of said project, at the north boundary of Section 36, T. 12 S., R. 4 W., W.M., and survey Station 906+55.0 on Second St. in Halsey at the north side of "Y" St.; except bridge, Station 604+95 to Station 607+61.

, length 7.064 miles, in Linn County,

being Section C of Oregon project No. 56, consisting of

7.064 miles of roadway and 20 bridges, ~~each~~ of more than 20 feet clear span.

~~of [illegible] miles in length~~

8—2518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6 of said project shall not in any event exceed the sum of one hundred fifteen thousand, eight hundred and 00/100 dollars ($115,800.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-nine thousand, eight hundred twenty-five and 00/100 dollars ($189,825.00), the approved total estimated cost of Section 6 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~If at any time [illegible] payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span [illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 28th day of July, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5516

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 56-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $1[illegible],[illegible]5.00 as the total estimated cost of said project, and the sum of $15,[illegible].00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 28th day of July one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
AUG 9 1937
FOR FILING

51-C

August 7th, 1937

Mr. George W. Wallace
221 Thurston Street
Albany, Oregon

Dear Sir:

Pursuant to our conversation regarding your wage claim on the Warren Northwest contract between Shedd and Halsey on the Pacific Highway, Mr. Webber, our Labor Regulations Engineer, made an investigation of the matter on August 5th, and reports as follows:

"After talking to several workmen on the job, it was disclosed that Mr. Wallace's duties were to bar rocks down to the shovel, keep the quarry floor free of large boulders in order that trucks could operate around the shovel, carry gas and oil from the oil house to the shovel, and occasionally help the shovel runner make minor repairs, and possibly grease parts of the shovel occasionally under direction of the shovel runner, all of which could be accomplished by common labor requiring no special skill.

It has been previously determined that an oiler is one who is thoroughly familiar with the type of equipment being oiled and is held responsible that same is oiled properly.

It appears that with due consideration of all information obtained that Mr. Wallace's duties could not be classed as an oiler while working on this contract."

Webber reports that he was unable to contact you while investigating your claim, but that if you are not satisfied with his decision he would be glad to accompany you over this job and go over the matter again to your satisfaction.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

S. H. Probert
Office Engineer

R

cc to: R. H. Baldock
H. G. Smith
F. B. Mason
Ray Webber

RECEIVED
JUL 28 1937
FOR FILING
56-2

July 27, 1937

Blanche F. Copeland
Copeland & Longworth
Junction City, Oregon

Dear Madam:

With reference to the warning sign north of Junction City, advise that I have instructed that the warning sign to which you refer be removed until the conditions on the job become more serious from a traffic standpoint.

You must realize that, as far as I am concerned, my only interest is the serving of the traveling public and I cannot require people to undergo delays when there is an alternate road that will speed them on their way. However, I do not believe that the condition there is serious enough at this time to warrant the sign, and have instructed that it be taken down until the conditions materialize necessitating its erection.

Very truly yours,

State Highway Engineer

RHB:HL
cc Mr. F. D. Mason

3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 19th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am returning Blanche F. Copeland's letter protesting against the signs between Halsey and Shedd, as Mr. Eason advises that these signs are placed by your direction.

Personally, I had not thought the signs advisable and had informed the contractor that no such signs would be erected.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
Mr. Smith
By State Highway Engineer

Please prepare a reply for my signature on my return.

ECEIVED
JUL 17 1937
OREGON
TE HIGHWAY COMMISSION

Junction City, Ore.
July 15, 1937.

ay Dept.

o you in regard to a sign that has been placed
Junction City. The sign is as follows:

IG
JCTION
& SHEDD
ECOMMEND
LLIS

h a simple and direct manner; I wish to have this
business at Lancaster and I as well as other places of business between Junction City and Albany feel that such a sign is a detriment to our business and an injustice especially at this time of year when we depend largely on tourist trade.

Ihave been asked by a number of these business people to circulate a petition asking the Highway Dept. to remove said sign. But I believe you will agree with me that we are justified in wanting it removed and I would appreciate having you take this up for consideration and give me a reply at your earliest convenience.

Yours very truly,

Copelands & Longworth.

By: Blanche F. Copeland.

RECE
JUL 1 1937

RECEIVED
JUL 17 1937
OREGON
STATE HIGHWAY COMMISSION

Junction City, Ore.

July 15, 1937.

State Engineer of Highway Dept.

Salem Ore.

Dear Sir:

I am writing to you in regard to a sign that has been placed at the Y just north of Junction City. The sign is as follows:

WARNING
HIGHWAY CONSTRUCTION
BETWEEN HALSEY & SHEDD
PASSABLE BUT RECOMMEND
ROUTE VIA CORVALLIS

Now to state my case in a simple and direct manner; I wish to have this sign removed. I am in business at Lancaster and I as well as other places of business between Junction City and Albany feel that such a sign is a detriment to our business and an injustice especially at this time of year when we depend largely on tourist trade.

Ihave been asked by a number of these business people to circulate a petition asking the Highway Dept. to remove said sign. But I believe you will agree with me that we are justified in wanting it removed and I would appreciate having you take this up for consideration and give me a reply at your earliest convenience.

Yours very truly,

Copelands & Longworth.

By: Blanche F. Copeland.

RECE
JUL 1 1937

RECEIVED
JUL 28 1937
FOR FILING
56-e

July 26, 1937

Mr. W. W. Chadwick, President
Chamber of Commerce
Salem, Oregon

Dear Mr. Chadwick:

Responding to your communication of July 20, advise that we inform the public of the conditions of driving regardless of how it may affect one city or the other. I might say that you would be interested in knowing the truth of the situation when you are a tourist in some other state or even in another part of this state.

It is quite possible that these signs were placed too early, but there will come a time when the inconvenience and delay by reason of the reconstruction of U. S. 99E on this particular job will, even with the best conditions, become rather material, and the signs now erected will be maintained during that period. However, I do not believe that there is enough delay at the present time to make any material difference and have instructed the engineer to take down the signs until the conditions which I spoke of become manifest.

Very truly yours,

State Highway Engineer

RHB:HI

CHAMBER OF COMMERCE
SALEM, OREGON

July 20, 1937

RECEIVED
JUL 21 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr.Baldock:

The other day in driving from Eugene, I noticed a sign at Junction City advising people to drive the West Side Highway, due to some construction work on No. 99 E north of Junction City.

The Chamber of Commerce wishes to protest against highway signs directing travel to the West Side Highway and indirectly away from Salem.

In past years there has been construction on the Highway and travel has not been directed from Salem. We feel there is no special occasion for this sign, which has been detrimental to many of our business interests and especially those interested in tourist travel.

Very truly yours,

W. W. Chadwick

W. W. Chadwick, President
Chamber of Commerce

REFERRED TO R. G. Smith
By Asst. State Highway Engineer

Better prepare a letter for Mr Baldock to [illegible]
Mc

THIS PAPER MADE IN SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 56-C
Shedd-Halsey Section of
the Pacific Hwy.

June 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield

By L. J. Caufield
Highway Engineer

Jon

RECEIVED
MAY 20 1937
FOR FILING
56-C

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained [illegible]our letter of May 13, 1937, we are enclosing herewith six copies of estimate as basis for project agreement for the Shedd-Halsey Section, Federal Aid Project No. 56-C, which estimate has been revised to segregate the work within the City of Halsey.

Since the transition from 22' roadway to 29' roadway begins approximately at the city limits (Sta. 888+00), the section within the city has been considered as 29' roadway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department | Federal Aid Project No. 56-C

SHEDD-HALSEY SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 19, 1937

22' Roadway (Sta. 529+84.8 to 623+00)(Sta. 644+98 to 888+00)

All Required		Clearing and Grubbing		$ 892.00
1,050	cu. yds.	Trench Excavation	$ 0.90	945.00
80,208	cu. yds.	Excavation, Single Classification	0.17	13,634.00
14,500	yd. sta.	Overhaul	0.03	435.00
9,500	yd. mi.	Truck Haul	0.15	1,425.00
6.35	miles	Finishing Roadbed and Slopes	250.00	1,587.50
1,860	lin. ft.	12" Concrete Pipe	1.00	1,860.00
850	lin. ft.	18" Concrete Pipe	2.20	1,870.00
120	lin. ft.	30" Concrete Pipe	5.00	600.00
530	lin. ft.	36" Concrete Pipe	6.50	3,445.00
40	lin. ft.	Pavement Cutting	0.40	16.00
100	lin. ft.	Salvaging Culvert Pipe	0.50	50.00
38	cu. yds.	Class "B" Concrete	20.00	760.00
6,600	lbs.	Metal Reinforcement	0.06	396.00
18,300	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.60	29,280.00
10,500	cu. yds.	¾" - 0" Rock in Base	1.60	16,800.00
200	cu. yds.	Filler	0.30	60.00
200	yd. mi.	Hauling Filler	0.20	40.00
140	M-Gal.	Sprinkling	1.50	210.00
8,000	tons	Class "A" Asphaltic Concrete	4.70	37,600.00
1,750	tons	Class "B" Asphaltic Concrete	4.70	8,225.00
4,250	tons	Cutback Asphalt Wearing Surface	4.70	19,975.00
			Subtotal	$ 140,105
			10% Engr. & Cont.	14,010
			Total	$ 154,115

Length of Roadwork	6.317 miles
Length of 1 Bridge (Exception)	.050 mile
Total Length	6.367 miles
Cost per mile, Roadwork	$ 24,396

66 55

44' Roadway (Sta. 623+00 to 644+98)

All Required		Clearing and Grubbing		$ 59.00
1,030	cu. yds.	Trench Excavation	$ 0.90	927.00
2,200	cu. yds.	Excavation, Single Classification	0.17	374.00
100	yd. sta.	Overhaul	0.03	3.00
2,000	yd. mi.	Truck Haul	0.15	300.00
0.41	mile	Finishing Roadbed and Slopes	250.00	102.50
270	sq. yds.	Removal of Sidewalks	0.30	81.00
140	lin. ft.	12" Concrete Pipe	1.00	140.00
60	lin. ft.	24" Concrete Pipe	3.00	180.00
1,200	lin. ft.	6" Sewer Pipe	0.50	600.00
2,000	lin. ft.	12" Sewer Pipe	0.90	1,800.00
20	only	Special Section 6" Pipe	2.00	40.00
6	only	Special Section 12" Pipe	3.00	18.00
20	lin. ft.	Pavement Cutting	0.40	8.00
10	only	Concrete Catch Basins	40.00	400.00
2,000	lin. ft.	Concrete Curb	0.60	1,200.00
270	sq. yds.	Concrete Sidewalks	1.50	405.00
2,100	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.60	3,360.00
1,400	cu. yds.	1½" - 0" Rock in Base, Surfacing and Shoulders	1.60	2,240.00
50	cu. yds.	Filler	0.30	15.00
50	yd. mi.	Hauling Filler	0.20	10.00
30	M-Gal.	Sprinkling	1.50	45.00
1,500	tons	Class "A" Asphaltic Concrete	4.70	7,050.00
100	tons	Class "B" Asphaltic Concrete	4.70	470.00
480	tons	Cutback Asphalt Wearing Surface	4.70	2,256.00
			Subtotal	$ 22,083
			10% Engr. & Cont.	2,208
			Total	$ 24,291

Length 0.416 mile
Cost per mile $ 58,391

City of Salem

29' Roadway (Sta. 883+00 to 906+55)

All Required		Clearing and Grubbing		$ 49.00
240	cu. yds.	Trench Excavation	$ 0.90	216.00
300	cu. yds.	Excavation, Single Classification	0.17	51.00
800	yd. sta.	Overhaul	0.03	24.00
1,500	yd. mi.	Truck Haul	0.15	225.00
0.32	mile	Finishing Roadbed and Slopes	250.00	80.00

100	lin. ft.	36" Concrete Pipe	$ 6.50	$ 650.00
1,150	lin. ft.	12" Sewer Pipe	0.90	1,035.00
5	only	Special Section of 12" Pipe	3.00	15.00
3	only	Concrete Catch Basins	40.00	120.00
900	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.60	1,440.00
700	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	1.60	1,120.00
30	cu. yds.	Filler	0.30	9.00
30	yd. mi.	Hauling Filler	0.20	6.00
20	M-Gal.	Sprinkling	1.50	30.00
800	tons	Class "A" Asphaltic Concrete	4.70	3,760.00
80	tons	Class "B" Asphaltic Concrete	4.70	376.00
250	tons	Cutback Wearing Surface	4.70	1,175.00
		Subtotal		$ 10,381
		10% Engr. & Cont.		1,038
		Total		$ 11,419

Length 0.351 mile
Cost per mile $ 32,532

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
22' Roadway	$ 154,115	$ 94,016	$ 60,099
44' Roadway	24,291	14,818	9,473
29' Roadway	11,419	6,966	4,453
	$ 189,825	$ 115,800	$ 74,025

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 22 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 56-C

May 13, 1937.

RECEIVED
MAY 14 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

With reference to your letter of May 6, 1936, submitting project agreement estimate for Oregon Federal Aid Project 56-C, Shedd-Halsey Section of the Pacific Highway, please submit six copies of a revised estimate segregating the work done in Halsey as required in Mr. MacDonald's memorandum to District Engineers dated March 31, 1937, copies of which we sent you on April 10, 1937.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jeon

RECEIVED
MAY 8 1937
FOR FILING
56 - C

May 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Shedd-Halsey Section, Federal Aid Project No. 56-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/GG

Encl.

Oregon State Highway Department Federal Aid Project No. 56-C

SHEDD-HALSEY SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1937

22' Roadway (Sta. 539+84.8 to 623+00)(Sta. 644+98 to 879+55)

All Required		Clearing and Grubbing		$ 896.00
1,050	cu. yds.	Trench Excavation	$ 0.90	945.00
80,200	cu. yds.	Excavation, Single Classif.	0.17	13,634.00
14,500	yd. sta.	Overhaul	0.03	435.00
9,500	yd. mi.	Truck Haul	0.15	1,425.00
6.35	miles	Finishing Roadbed and Slopes	250.00	1,587.50
1,560	lin. ft.	12" Concrete Pipe	1.00	1,560.00
850	lin. ft.	18" Concrete Pipe	2.20	1,870.00
120	lin. ft.	30" Concrete Pipe	5.00	600.00
530	lin. ft.	36" Concrete Pipe	6.50	3,445.00
40	lin. ft.	Pavement Cutting	0.40	16.00
100	lin. ft.	Salvaging Culvert Pipe	0.50	50.00
38	cu. yds.	Class "D" Concrete	20.00	760.00
6,600	lbs.	Metal Reinforcement	0.06	396.00
18,300	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.60	29,280.00
10,500	cu. yds.	¾" - 0" Rock in Base	1.60	16,800.00
200	cu. yds.	Filler	0.30	60.00
200	yd. mi.	Hauling Filler	0.20	40.00
140	M-Gal.	Sprinkling	1.50	210.00
8,000	tons	Class "A" Asphaltic Concrete	4.70	37,600.00
1,750	tons	Class "B" Asphaltic Concrete	4.70	8,225.00
4,250	tons	Cutback Asphalt Wearing Surface	4.70	19,975.00
			Subtotal	$140,109
			10% Engr. & Cont.	14,010
			Total	$154,119

Length of Roadwork	6.346 miles
Length of 1 Bridge (Exception)	.050 mile
Total Length	6.396 miles
Cost per mile, Roadwork	$ 24,286

44' Roadway (Sta. [illegible] to [illegible])

All Required		Clearing and Grubbing		$ 59.00
1,030	cu. yds.	Trench Excavation	$ 0.90	927.00
2,200	cu. yds.	Excavation, Single Classif.	0.17	374.00
100	yd. sta.	Overhaul	0.03	3.00
2,000	yd. mi.	Truck Haul	0.15	300.00
0.41	mile	Finishing Roadbed and Slopes	250.00	102.50
270	sq. yds.	Removal of Sidewalks	0.30	81.00
140	lin. ft.	12" Concrete Pipe	1.00	140.00
60	lin. ft.	24" Concrete Pipe	3.00	180.00
1,200	lin. ft.	8" Sewer Pipe	0.50	600.00
2,000	lin. ft.	12" Sewer Pipe	0.90	1,800.00
20	only	Special Section 8" Pipe	2.00	40.00
6	only	Special Section 12" Pipe	3.00	18.00
20	lin. ft.	Pavement Cutting	0.40	8.00
10	only	Concrete Catch Basins	40.00	400.00
2,000	lin. ft.	Concrete Curb	0.60	1,200.00
270	sq. yds.	Concrete Sidewalks	1.50	405.00
2,100	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.60	3,360.00
1,400	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	1.60	2,240.00
50	cu. yds.	Filler	0.30	15.00
50	yd. mi.	Hauling Filler	0.20	10.00
30	M-Gal.	Sprinkling	1.50	45.00
1,500	tons	Class "A" Asphaltic Concrete	4.70	7,050.00
100	tons	Class "B" Asphaltic Concrete	4.70	470.00
480	tons	Cutback Asphalt Wearing Surface	4.70	2,256.00
		Subtotal		$ 22,083
		10% Engr. & Cont.		2,208
		Total		$ 24,291

Length 0.416 mile
Cost per mile $ 58,391

29' Roadway (Sta. 889+55 to 906+55)

All Required		Clearing and Grubbing		$ 45.00
240	cu. yds.	Trench Excavation	$ 0.90	216.00
300	cu. yds.	Excavation, Single Classif.	0.17	51.00
800	yd. sta.	Overhaul	0.03	24.00
1,500	yd. mi.	Truck Haul	0.15	225.00
0.32	mile	Finishing Roadbed and Slopes	250.00	80.00
100	lin. ft.	36" Concrete Pipe	6.50	650.00

1,150	lin. ft.	12" Sewer Pipe	$ 0.90	$ 1,035.00
5	only	Special Section of 12" Pipe	3.00	15.00
3	only	Concrete Catch Basins	40.00	120.00
900	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.60	1,440.00
700	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	1.60	1,120.00
30	cu. yds.	Filler	0.30	9.00
30	yd. mi.	Hauling Filler	0.20	6.00
20	M-Gal.	Sprinkling	1.50	30.00
800	tons	Class "A" Asphaltic Concrete	4.70	3,760.00
80	tons	Class "B" Asphaltic Concrete	4.70	376.00
250	tons	Cutback Wearing Surface	4.70	1,175.00

Subtotal	$ 10,377
10% Engr. & Cont.	1,037
Total	$ 11,414

Length 0.322 mile
Cost per mile $ 35,447

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
22' Roadway	$ 154,119	$ 94,019	$ 60,100
44' Roadway	24,291	14,818	9,473
29' Roadway	11,414	6,963	4,451
	$ 189,824	$ 115,800	$ 74,024

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
APR 16 1937
FOR FILING

56-C

April 15, 1937

WARREN NORTHWEST, INC.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No. 1937, which was awarded to you on March 24, 1937, for the grading and paving of the Shedd-Halsey Section of the Pacific Highway, in Linn County.

This copy is for your records and files.

Very truly yours,

Secretary

[illegible]

RECEIVED
APR 6 1937
FOR FILING

56-e

RECEIVED
APR 6 1937
OREGON
STATE HIGHWAY COMMISSION

WARREN NORTHWEST INC
formerly
NORTHWEST ROADS COMPANY

BOISE, IDAHO
BILLINGS, MONTANA

P.O. BOX 5072
PORTLAND, OREGON

April 5, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Subject: HALSEY-SHEDD SECTION - CONTRACT No. 1957

Dear Mr. Glaisyer:

We acknowledge your telegram and several communications regarding the award to you of the above contract under our bid submitted February 18th, 1937.

We also acknowledge receipt of four copies of this contract which have today been executed both as to contract and bond and the U. S. Fidelity and Guaranty Co. are forwarding all four copies of this document to your office for further handling and distribution.

As per the last paragraph of your March 26th letter, we will communicate with the National Re-employment service, giving the information requested.

Very truly yours,

WARREN NORTHWEST INC

Theodore Shoemaker
President

TS:ZA

NOTED
H B GLAISYER

RECEIVED
MAY 8 1937
FOR FILING
56-C

March 27, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of a supplemental agreement which has been inserted in the contract for the Shedd-Halsey Section, F. A. Project No. 56-C.

This agreement provides for a reduction in length of the project by terminating the proposed work at Station 906+55 and the contract quantities have been revised to conform with the resulting reduction in quantities as set forth in the supplemental agreement.

We are sending, under separate cover, five blueprint copies of plan sheets numbers 1, 2, 9 and 9-a, which sheets have been revised to conform with the supplemental provisions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FORM 2-K-1 2M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

2R

March 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

At the time of writing to you relative to the refusal of Caufield and Savage to carry out their proposal to move the buildings on the A. J. Hill property on the Shedd-Halsey Section we addressed a communication to Caufield and Savage in which we advised them that we would present the matter of their being requested to bid on future work to the Highway Commission for instructions.

Since that time we have received advice from Caufield and Savage that they will go ahead with the work at the price bid. However, Eugene Construction Company, who were the best bidders on the G. W. Gardner, Frances E. Gray, and C. W. Nichols properties, have definitely advised us that they would not go ahead with the work, notwithstanding similar advice to them that we would present the matter to the State Highway Commission. The Commission, therefore, should give consideration to the question, not with reference to Caufield and Savage but with direct reference to the Eugene Construction Company.

You suggested that we require a bidder's bond or deposit with each proposal, to be forfeited to the State in the event that the work is not accepted. This probably will protect us as to refusals to proceed with the work, but it raises the question as to whether or not it may cut down to an appreciable extent the bids which we can get and in the long run lose us more by failure of competition than we will lose by having to give work to the second bidder. In all the years we have been handling work in this way the Shedd-Halsey job is the first project on which we have suffered any financial loss by reason of refusal to proceed under the low bid.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. B. Glaisyer

R

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 15, 1937

Caufield and Savage
Tillamook, Oregon

Gentlemen:

We have been advised that you do not propose to carry through the moving of buildings on the A. J. Hill property on the Shedd-Halsey Section of the Pacific Highway, for which you submitted the best proposal at the price of $350.00.

In securing price quotations for this class of work it is our expectation that the best bidder will carry out his obligation to do the work at the price submitted, even though that particular bidder may not secure all of the work on the project which he would like to have.

In view of your attitude in this matter we will place the situation before the State Highway Commission for instructions as to whether or not you should be requested to bid on any future work.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer ✓

H. B. G.
Please put on agenda for next meeting

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

2 f

March 31, 1937

Eugene Construction Company
Eugene, Oregon

Gentlemen:

At the last meeting of the State Highway Commission consideration was given to your refusal to proceed with house-moving work under your proposals on the G. W. Gardner, Frances E. Gray, and C. W. Nichols properties on the Shedd-Halsey Section.

After consideration the Commission decided that you would not be foreclosed from submitting price proposals on future work but that you would be required to post a certified check or file a bond obligating you to enter into an agreement with the property owner and to proceed with the work in the event that you were called upon to do so.

This certified check or bond will be required to be in the amount of five per cent of the bid and will be forfeitable to the State in case of default on your part.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer
Mr. C. L. Gardiner
Mr. H. G. Benson
Mr. C. W. Parker
Mr. W. F. Collins
Mr. M. D. McCallister
Mr. W. S. McChesney
Mr. D. C. Wells

NOTED
H. B. GLAISYER

900 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
MAR 25 1937
FOR FILING

56-C

March 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

It is the general understanding, I believe, and with Mr. Baldock's approval that the Shedd-Halsey contract is to be cut back because of the required change of grade in the City of Halsey on the south end of the section recently prepared for contract. Mr. Davis, of the Bureau, tentatively agreed to such a change, but, as I understood it, wished the estimate corrected in accordance.

I took the matter up with Ted Shumaker, of the Warren Northwest Company, Inc., and explained to him the need of cutting the job back because of the City's recommendation as to the grade change, which change would in turn require a concrete pavement instead of the black-top pavement provided. Mr. Shumaker declared willingness to accept the contract shortened as required with the estimate corrected to correspond. I think it would be well, however, to mention in the contract or supplemental letter that the quantities were altered from the quantities on which bids were taken and that the contractor was accepting this changed condition in signing the contract.

It is planned now to terminate the job at Station 906+65, which is the north street line of F Street in the City of Halsey. Attached hereto is an estimate of quantities of the various items on which bids were taken, to be deducted from the original estimate. Extensions are made on the prices bid by the Warren Northwest Company.

Yours very truly,

F D Eason

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
R. A. Furrow

Noted
Cutler

ITEM	Unit	Net	Unit Price	Amount
Trench Excavation	Cu. yds.	170	$ 0.90	$ 153.00
Excavation, Single Classification	" "	300 ✓	0.17	51.00
Truck Haul	Cu. yd. mi.	870	0.15	130.50
Finishing Roadbed and Slopes	Mile	0.24	250.00	60.00
12-inch Sewer Pipe	Lin. ft.	1,180	0.90	1,062.00
Concrete Catch Basins	Each	3	40.00	120.00
Concrete Curb	Lin. ft.	726	0.60	435.60
3"—1¼" Rock Base	Cu. yds.	800	1.60	1,280.00
Shoulders and Footpaths	Cu. yds.	357	1.60	571.20
Filler	" "	15	0.30	4.50
Haul on Filler	Cu. yd. mi.	15	0.20	3.00
Sprinkling	M-gals.	10	1.50	15.00 ✓
Class "A" Asphalt	Tons	770	4.70	3,619.00
Class "B" Asphalt	"	29	4.70	136.30
Cutback Asphalt	"	266	4.70	1,250.20
				$ 8,891.30
	10% Engineering & Contingencies			889.10
				$ 9,780.40

FORM 2-K-1 1500 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 18 1937
FOR FILING

56-e

March 1, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

All of the right of way on the Shedd-Halsey Section has been secured or placed under option, and we see no reason, from a right of way standpoint, why an award can not be made of the contract at the present time.

There are several buildings on the project to be moved, for which a period of thirty days has been given. We assume, however, that this feature was taken care of in the special provisions for the project.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. G. Smith

Contract states April 15 for moving of buildings. Liability to contractor for failure is disclaimed in special provisions
JWD

REFERRED TO
Project
By State Highway Engineer

Award as soon as the city agreement is properly executed and the Bureau has concurred.

File

RECEIVED
MAY 28 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 22 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 56-C

POST OFFICE BUILDING
PORTLAND, OREGON

January 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. No. 56-C, the Shedd-Halsey section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise subject to final review and approval by the Chief Engineer of the Bureau.

Noted
[illegible]

In accordance with telephone conversation, we have changed the estimate to show the beginning of the project as Sta. 529+84.8 instead of 529+44.

Our recommendation for approval is made subject to the changes in widths at Stations 626+05, 641+15 and 914+95 being made during construction by tapering instead of with an abrupt change as now shown on the plans.

Copies of resolution by the towns of ~~Shedd and~~ Halsey covering encroachments should be submitted with the project agreement estimate.

Proposals
Corrected
and return
sent out

We have corrected the quantity of 12" concrete pipe in the proposal to agree with the figure used in the estimate, 2,000 lin.ft. It is requested that this amount be used when submitting future documents.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy sent to Eason
May 28, 1937
S

RECEIVED
MAY 8 1937
FOR FILING

56 C

January 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Shedd-Halsey Section, Federal Aid Project No. 56-C.

We are sending, under separate cover, five bid proposals and five sets of blueprint plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department Federal Aid Project No. 56-C

SHEDD-HALSEY SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 19, 1937

22' Roadway (Sta. 52[illegible] to 623+00) (Sta. 644+98 to 839+5[illegible])

All Required		Clearing and Grubbing		$ 1,300.00
1,050	cu. yds.	Trench Excavation	$ 1.00	1,050.00
80,200	cu. yds.	Excavation, Single Classif.	0.25	20,050.00
14,500	yds. sta.	Overhaul	0.02	290.00
9,500	yds. mi.	Truck Haul	0.18	1,710.00
6.35	miles	Finishing Roadbed and Slopes	300.00	1,905.00
1,860	lin. ft.	12" Concrete Pipe	1.50	2,790.00
850	lin. ft.	18" Concrete Pipe	2.50	2,125.00
120	lin. ft.	30" Concrete Pipe	4.50	540.00
530	lin. ft.	36" Concrete Pipe	6.00	3,180.00
40	lin. ft.	Pavement Cutting	0.20	8.00
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
38	cu. yds.	Class "D" Concrete	25.00	950.00
6,600	lbs.	Metal Reinforcement	0.06	396.00
18,300	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.50	27,450.00
10,500	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	2.20	23,100.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.20	40.00
140	M-Gal.	Sprinkling	1.50	210.00
8,000	tons	Class "A" Asphaltic Concrete	4.75	38,000.00
1,750	tons	Class "B" Asphaltic Concrete	4.75	8,312.50
4,250	tons	Cutback Asphalt Wearing Surface	4.75	20,187.50
		Subtotal		$ 153,794
		10% Engr. & Cont.		15,379
		Total		$ 169,173

Length of Roadwork	6.345 miles
Length of 1 Bridge (Exception)	.051 mile
Total Length	6.396 miles
Cost per mile, Roadwork	$ 26,662

44' Roadway (Sta. 623+00 to 644+98)

All Required		Clearing and Grubbing		$ 80.00
1,030	cu. yds.	Trench Excavation	$ 1.00	1,030.00
2,200	cu. yds.	Excavation	0.25	550.00
100	yd. sta.	Overhaul	0.02	2.00
2,000	yd. mi.	Truck Haul	0.18	360.00
0.41	mile	Finishing Roadbed and Slopes	300.00	123.00
270	sq. yds.	Removal of Sidewalks	0.20	54.00
140	lin. ft.	12" Concrete Pipe	1.50	210.00
60	lin. ft.	24" Concrete Pipe	3.50	210.00
1,200	lin. ft.	8" Sewer Pipe	1.00	1,200.00
2,000	lin. ft.	12" Sewer Pipe	1.50	3,000.00
20	only	Special Sections 8" Pipe	1.50	30.00
6	only	Special Sections 12" Pipe	2.00	12.00
20	lin. ft.	Pavement Cutting	0.20	4.00
10	only	Concrete Catch Basins	25.00	250.00
2,000	lin. ft.	Concrete Curb	0.60	1,200.00
270	sq. yds.	Concrete Sidewalks	1.50	405.00
2,100	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.50	3,150.00
1,400	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	2.20	3,080.00
50	cu. yds.	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.20	10.00
30	M-Gal.	Sprinkling	1.50	45.00
1,500	tons	Class "A" Asphaltic Concrete	4.75	7,125.00
100	tons	Class "B" Asphaltic Concrete	4.75	475.00
480	tons	Cutback Asphalt Wearing Surface	4.75	2,280.00
		Subtotal		$ 24,910
		10% Engr. & Cont.		2,491
		Total		$ 27,401

Length 0.416 mile

Cost per mile $ 65,867

29' Roadway (Sta. 889+55 to 905+00)(Sta. 914+95 to 920+00)

All Required		Clearing and Grubbing		$ 80.00
370	cu. yds.	Trench Excavation	$ 1.00	370.00
400	cu. yds.	Excavation, Single Classif.	0.25	100.00
800	yd. sta.	Overhaul	0.02	16.00
1,300	yd. mi.	Truck Haul	0.18	234.00
0.39	mile	Finishing Roadbed and Slopes	300.00	117.00
100	lin. ft.	36" Concrete Pipe	6.00	600.00

2,100	lin. ft.	12" Sewer Pipe	$ 1.50	$ 3,150.00
10	only	Special Sections of 12" Pipe	2.00	20.00
4	only	Concrete Catch Basins	25.00	100.00
1,200	cu. yds.	3" - 1½" Rock in Base and Surfacing	1.50	1,800.00
800	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	2.20	1,760.00
30	cu. yds.	Filler	0.50	15.00
30	yd. mi.	Hauling Filler	0.20	6.00
20	M-Gal.	Sprinkling	1.50	30.00
900	tons	Class "A" Asphaltic Concrete	4.75	4,275.00
100	tons	Class "B" Asphaltic Concrete	4.75	475.00
260	tons	Cutback Wearing Surface	4.75	1,235.00
		Subtotal		$ 14,383
		10% Engr. & Cont.		1,438
		Total		$ 15,821

Length	0.388 mile
Cost per mile	$ 40,775

40' Roadway (Sta. 905+00 to 914+95)

All Required		Clearing and Grubbing		$ 40.00
50	cu. yds.	Trench Excavation	$ 1.00	50.00
200	cu. yds.	Excavation, Single Classif.	0.25	50.00
100	yd. sta.	Overhaul	0.02	2.00
200	yd. mi.	Truck Haul	0.18	36.00
0.19	mile	Finishing Roadbed and Slopes	300.00	57.00
500	lin. ft.	12" Sewer Pipe	1.50	750.00
4	only	Special Sections of 12" Pipe	2.00	8.00
4	only	Concrete Catch Basins	25.00	100.00
800	lin. ft.	Concrete Curb	0.60	480.00
400	cu. yds.	3"-1½" Rock in Base and Surfacing	1.50	600.00
300	cu. yds.	¾" - 0" Rock in Base, Surfacing and Shoulders	2.20	660.00
20	cu. yds.	Filler	0.50	10.00
20	yd. mi.	Hauling Filler	0.20	4.00
10	M-Gal.	Sprinkling	1.50	15.00
600	tons	Class "A" Asphaltic Concrete	4.75	2,850.00
50	tons	Class "B" Asphaltic Concrete	4.75	237.50
210	tons	Cutback Asphalt in Wearing Surface	4.75	997.50
		Subtotal		$ 6,947
		10% Engr. & Cont.		694
		Total		$ 7,641

Length	0.188 mile
Cost per mile	$ 40,643

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
22' Roadway	$ 169,173	$ 103,194	$ 65,979
44' Roadway	27,401	16,714	10,687
29' Roadway	15,821	9,651	6,170
40' Roadway	7,641	4,661	2,980
	$ 220,036	$ 134,220	$ 85,816

CONTRACT# [redacted] 1958

WPMH 38-A Pendleton-Mytinger Sec., 1937
Old Oregon Trail Hwy.

1958

Form 3-A4
Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
E. L. Ven Velle, Jacksonville
H. B. Glaisyer, Secretary

RECEIVED
JUN 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
27 1938
STATE HIGHWAY COMMISSION

WPM# 38-12

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Baker, Oregon
June, 25,1938

Mr. A.W.Murray, Supt. of Claims
508 Central Building
Seattle, Wash.

NOTED
State Highway Engineer

Dear Sir:

Enclosed herewith five copies of Form HMP 11, covering material used on the Pendleton - Mytinger section, contract No. 1958.

For your information the total contract cost, and section one - Employment, will be filled in by our Salem Office. I would like your office to fill in the total cost on the job, of the materials I have listed in column one only, and list any other of these materials that were purchased with the cost of same.

Will you please forward the five copies to Mr. R.H.Baldock, State Highway Engineer, Salem, Oregon.

Very truly yours,

Dean Swift
Resident Engineer

cc Mr. R H.Baldock
Mr. W.C.Williams

RECEIVED
JUN 24 1938
FOR FILING

WPm# 38-a

June 24, 1938

Mr. Dean Swift
Resident Highway Engineer
Baker, Oregon

Dear Sir:

Enclosed herewith is a copy of a letter received from A. W. Murray, Superintendent of Claims for the U. S. Fidelity and Guaranty Company, relative to the submission of Form Emp. 32 in connection with the Pendleton-Mytinger Section, Contract No. 1958 with the Consolidated Highway Company.

We are enclosing herewith five Emp. 32 forms and a letter of instructions regarding completion of same. We suggest that you supply Mr. Murray with any information available in your office which may assist him in completing the information required on the forms.

Please give this your immediate attention in order that the information may be filled in and the forms returned to us at the earliest possible moment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

Encl.

cc Mr. W. C. Williams

Mr. A. W. Murray, Supt. of Claims
U. S. Fidelity & Guaranty Company
300 Central Building
Seattle, Washington

RECEIVED
JUN 23 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

June 22nd, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. S. H. Probert, Office Engineer

Dear Sir: Re: Consolidated Highway Co., Inc.

We have received a copy of your letter of June 21st to Mr. Dean Swift. So far as the writer knows this is the first knowledge that we have had of the fact that certain forms required by you have not been completed. If Mr. Swift is not able to complete said form if you will kindly forward the form and advise us what information you may require, we will do our best to produce same although from our examination of the records of the Consolidated Highway Co., Inc. we doubt if we can obtain very much in the way of information due to the fact that their records were in a deplorable condition. If we can secure the information we will gladly do so but on the other hand if the information is not available it would not seem right that the surety should be penalized in a matter of this kind.

Yours truly

AWMurray

Supt. of Claims

AWM:M

June 21, 1938

Mr. Dean Swift
Resident Highway Engineer
Baker, Oregon

Dear Sir:

Reference is made to our letter of December 2, 1937, wherein we advised you that we had not received Form Emp. 32, Statement of Employment, Materials and Equipment Purchased, in connection with Contract No. 1958, Pendleton-Mytinger Section.

To date, we have received no reply relative to the submission of this form either from the contractor or from your office. Since it is necessary that the information required on the form is submitted as part of the final records with the final voucher to the Bureau of Public Roads, we must insist that the required information is furnished before further contract payments are made on contracts with the Consolidated Highway Company.

A copy of this letter is being forwarded to the U. S. Fidelity and Guaranty Company to whom assignment has been made for payments which are due the Consolidated Highway Company in order that they may be advised and lend their assistance in securing the required information.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by H. E. Milner/GS

cc Mr. W. C. Williams

U. S. Fidelity and Guaranty Co.
300 Central Building
Seattle, Washington

#1958

RECEIVED
MAR 29 1938
FOR FILING
38-a

March 24, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received notice of a claim which has been filed by the Newport Construction Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Contract No. 1958 which was awarded to the Consolidated Highway Company for surfacing the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co., Inc.
Box 5661 Kenton Station
Portland, Oregon

March 24, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of March 22 with attached copies of notice of claim which has been filed by the Newport Construction Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1958 for construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
1938
COMMISSION

March 22, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Newport Construction Company for $225.00 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail, contract No. 1958, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

NEWPORT CONSTRUCTION CO.
General Contractors
N. E. 70th & Halsey St., - Portland, Ore.
Phone Tabor 2511

Mar. 21, 1938

Earl Snell, Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Newport Construction Company has a claim for amount unpaid in the sum of Two hundred and twenty five dollars against the bond taken from Consolidated Highway Company Inc. and The United States Fidelity & Guaranty Company for the rental of a portable compressor used on the Consolidated Highway Company's contract No. 1958 with the Oregon State Highway Commission east of Pendleton and known as the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County.

Yours very truly,

Newport Constructiion Company,

By Robt. Brooke Secy.

Copies to Oregon State Highway Commission

The United States Fidelity & Guaranty Co.

Endorsed: File No. 2779
Filed March 22, 1938
EARL SNELL
Secretary of State

#1958

RECEIVED
MAR 23 1938
FOR FILING

38-a

March 22, 1938

Newport Construction Co.
N. E. 70th & Halsey St.
Portland, Oregon

Gentlemen:

We have received your letter of March 21 advising of your claim in the amount of $225 against the Consolidated Highway Company, Inc., in connection with its contract for construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, Contract No. 1958. We are making a record of the claim in the files of that job.

Very truly yours,

Secretary

EBG:AM

R. NEWPORT
GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
N. E. 70TH & HALSEY ST. - PORTLAND, ORE.
PHONE TABOR 2511

RECEIVED
MAR 22 1938
OREGON
STATE HIGHWAY COMMISSION

Mar.21,1938

Earl Snell,Secretary of State,
State of Oregon,
Salem,Oregon.

Dear Sir:

Notice is hereby given that the undersigned Newport Construction Company has a claim for amount unpaid in the sum of Two hundred and twenty five dollars against the bond taken from Consolidated Highway Company,Inc.and The United States Fidelity & Guaranty Company for the rental of a portable compressor used on the Consolidated Highway Company's contract No.1958 with the Oregon State Highway Commission east of Pendleton and known as the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County.

Yours very truly,

Newport Constructuion Company,

By Robt Brooke Secy.

Copies to Oregon State Highway Commission

The United States Fidelity & Guaranty Co.

#1958

RECEIVED
MAR 5 1938
FOR FILING

38-0.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 1, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information, a copy of a letter from DeCicco Tire Company advising that their notice of claim against Consolidated Highway Company and U. S. Fidelity & Guarantee Company has been paid.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

REFERRED TO
JMM
BY SECRETARY
record on cards

NOTED
H B GLAISYER

COPY

DE CICCO TIRE COMPANY
Portland's Largest Tire Dealer
Hood at Caruthers Street
Phone Atwater 1962
Portland, Ore.

February 28, 1938

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

In referance to the claim against the Consolidated Highway Company we sent in to you on February 8 we wish to state the claim has been paid by the United States Fidelity & Guarantee Company and there for please cancel the claim.

Sincerely,

Mike M. DeCicco
DeCicco Tire Co.

RECEIVED
FEB 23 1938
FOR FILING

WPMH 38 A
#1958

COPY

February 18, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 17, 1938, enclosing three copies each of three notices of claim by John J. Dann against the bond taken from Consolidated Highway Company, Inc., and United States Fidelity & Guaranty Company, as principal and surety, respectively, for labor and rental of equipment in connection with the following jobs:

Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, being State Highway Contract No. 1929,	$522.45
Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851,	$578.85
Pendleton-Mytinger Section of the Old Oregon Trail Highway, State Highway Contract No. 1958	$183.85

We have noted these claims in our records of these jobs and are today forwarding to the contractor and his surety copies of these notices.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 18, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the office of the Secretary of State three copies each of three notices of claim by John J. Dunn against the bond taken from Consolidated Highway Company, Inc., as principal, and yourselves, as surety, for labor and rental of equipment in connection with the following jobs, in the amounts noted opposite each:

Wallowa-Rock Creek Section of the LaGrande-Wallowa Lake Highway, State Highway Contract No. 1929, $522.45

Toledo-Simpson Creek Section of the Corvallis-Newport Highway, State Highway Contract No. 1851, $378.85

Pendleton-Mytinger Section of the Old Oregon Trail Highway, State Highway Contract No. 1958, $183.85

Inasmuch as you are the surety named by the contractor on these jobs, we hand you herewith, for your information and attention, a copy of each of these three notices of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

C
O
P
Y

EARL SNELL

February 17, 1938

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

There are enclosed for your information and files three copies each of three notices of claim by John J. Dann against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, which were received from James L. Conley, 1512 Public Service Bldg., Portland, and filed today against the following jobs:

Wallowa-Rock Creek section of the LaGrande-Wallowa Lake Highway, contract No. 1929, for $522.45;

Toledo-Simpson Creek Section of the Corvallis-Newport Highway, contract No. 1851, for $578.85;

Pendleton-Mytinger section of the Old Oregon Trail highway, contract No. 195[illegible], for $183.85.

Please acknowledge receipt of the copies and oblige

Yours very truly,

Sgd. Earl Snell
Secretary of State

S:FM
encs. 9

COPY

February 15, 1938

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, John J. Dann, has a claim for labor and rentals of equipment in the sum of One Hundred Eighty-three and 85/100 ($183.85) Dollars against the bond taken from Consolidated Highway Company, Inc., as principal, and United States Fidelity and Guaranty Company, as surety, for certain construction work on Pendleton-Mytinger section of the Old Oregon Trail Highway, contract No. 19~~4~~8.

The services hereinabove mentioned were rendered as superintendent on said construction work, and rental of automobile used in such work at the rate of five cents per mile.

JOHN J. DANN

#1958

RECEIVED
FEB 14 1938
FOR FILING

38-a

February 11, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of February 10, 1938, with attached copies of notice of claim which has been filed by the Mike DeCicco's Tire Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1958 for construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

February 11, 1938

United States Fidelity & Guaranty Co.
McCallister & Campbell, General Agents
300 Central Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received copies of a claim that has been filed with the Secretary of State by the Mike DeCicco Tire Company against the bond taken from the Consolidated Highway Company, Inc., in connection with the Consolidated Highway Company's contract with the State Highway Commission for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, State Highway Contract No. 1956.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Company
Box 5661 Kenton Station
Portland, Oregon

COPY

DE CICCO TIRE COMPANY
Portland's Largest Tire Dealer
Hood at Caruthers Street
Portland, Ore.

February 8, 1938

Mr. Earl Snell
Secretary of State
Salem, Oregon

"To the Oregon State Highway Commission:

"Notice hereby is given that the Mike DeCicco's Tire Company has a claim for tires purchased in the sum of Two Hundred Ninety-nine Dollars and Ninety-one cents against the bond taken from the United States Fidelity & Guarantee Company and the Consolidated Highway Company for the work done in Pendleton, their requisition numbers #708 #754 #679 #703.

Mike M. DeCicco

DeCicco Tire Company

Endorsed: File No. 2767
Filed February 10, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 10, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by DeCicco Tire Company for $299.91 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guarantee Company, surety, for work on the highway at Pendleton, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

RECEIVED
[illegible] 1938
FOR FILING

38-a

February 7, 1938

Mr. R. H. Wyatt, Credit Manager
Panther Oil & Grease Mfg. Co.
Fort Worth, Texas

Dear Sir:

Reply is made to your letter of February 3 in regard to your claim against the Consolidated Highway Company, Inc.

Investigation of the record shows that this job was completed by the contractor on September 11, 1937, but it has not yet been accepted by formal action of the State Highway Commission, neither has final payment been made therefor; in fact, final payment can not be made until the job has been accepted by the State Highway Commission. The final voucher for this job, in the amount of $2,855.95, was prepared and sent to the contractor on January 4 for acceptance but has not yet been returned for payment.

As to when your account can be paid, I regret that I am not in a position to inform you. It should have been paid a long time ago, in fact the bonding company has been paying off numerous claims incurred against the Consolidated Highway Company's contracts. I would suggest therefore that you again make demands on the surety on the bond, directing your claim to Mr. A. W. Murray, Superintendent of Claims, c/o McCollister & Campbell, General Agents for the United States Fidelity & Guaranty Company, 300 Central Building, Seattle, Washington. In the event that you do not secure satisfaction it will probably be necessary for you to sue. According to the Oregon laws claimants have six months from the date of completion of the job and acceptance of the same by the Oregon State Highway Commission within which to file the claims with the Oregon Secretary of State.

Very truly yours,

HBG:AM

Secretary

PANTHER OIL & GREASE MFG. CO.

PANTHER — THE GREASE IN THE SILVER DRUM
PANTHER — BATTLESHIP LIQUID ASBESTOS ROOF COATING

FORT WORTH, TEXAS

February 3, 1938.

Mr. H. B. Glaisyer, Secretary,
The Oregon State Highway Commission,
Salem, Ore.

Dear Mr. Glaisyer:

Re: Project No. WPMH-38A-44,
Consolidated Highway Company, Inc.,
Pendleton, Ore.

You have been very kind, Mr. Glaisyer, and I don't want to impose on you, but I need a little information about this Consolidated Highway Company account of Pendleton, Oregon.

I filed claim with you, also the Agent of the United States Fidelity & Guaranty Company, the Secretary of State, and also with the debtor on November 9th. You acknowledged receipt of our claim and told us you had filed it. The Secretary of State also acknowledged the claim, but we have never heard from the bonding company or the Consolidated Highway Company about the account. We have written them, but have never received a reply.

Will appreciate you advising us when the last instrument was made on the contract, when the work should be completed, and the approximate date you think our account can be paid.

The enclosed envelope is for your reply. Many, many thanks.

Sincerely yours,

R. H. Wyatt
Credit Manager.

RHW:B-DE

completed Sept 11
not accepted

ANSWERED
H. B. G.

#1958

RECEIVED
FEB 4 1938
FOR FILING

38-a

February 3, 1938

Motor Inn Auto Repair
107 Lewis Street
Pendleton, Oregon

Attention: F. P. Esmot

Gentlemen:

The Honorable Earl Snell, Secretary of State, has forwarded to this office your letter of recent date in regard to your claim against the Consolidated Highway Company and I note that you have had no response from either the contractor or the surety on the bond in regard thereto.

I am today writing the United States Fidelity & Guaranty Company which wrote the bond in connection with the Mytinger project and am asking them to take care of this claim. In the event they do not do so within a reasonable time, I see no other course of procedure than to start suit. I trust, however, that it will not be necessary for you to do that and that the company will settle with you direct without putting you to such expense.

Very truly yours,

Secretary

HBC:AM

February 3, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

Attached hereto is a copy of a letter from the Motor Inn Auto Repair, Pendleton, directed to Earl Snell, Secretary of State, regarding a claim against the Consolidated Highway Company, Inc., arising out of the Consolidated Highway Company's contract for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail. This claim is long overdue and, if a legitimate one, should be paid at once. We will appreciate it if you will give it your immediate attention.

Very truly yours,

Secretary

HBS:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

HUNOT PHONE [illegible] J. R. (Bob) RUSSELL

MOTOR INN AUTO REPAIR

Complete Repairing on Automobiles, Trucks, Combine Motors,
Tractors and Diesel Equipment

~~[illegible] Garden Street~~
PENDLETON, OREGON
107 Lewis St

RECEIVED
3 - 1938
MISSION

Earl Snell
Sect of State

On Sept 25 I filed with you a notice of Lein of 22.25 against the Bond of the Consolidated Highway Co, for work on the Pendleton Mitinger Cutoff of the Old Oregon trail I wrote to both Bonding Co, and the Consolidated Highway Co in regards to this with no results

Is there no way to settle this without suit. if so please let me Know.

yours very truly

Motor Inn Auto Repair
By J J Hunot

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
FEB - 2 1938
EARL SNELL

ACKNOWLEDGED
H. B. GLAISYER

1929

RECEIVED
FEB 3 1938
FOR FILING

WPMH-38 (A)

#1958

February 2, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

We are in receipt of your letter of February 1, 1938, enclosing three copies of a notice of claim by Hunnell & Sherrill, for $286.86, against the bond taken from Consolidated Surety Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, being State Highway Commission Contract No. 1958.

We have noted this claim in our records of this job and are forwarding copies of the notice thereof to the contractor and his surety in accordance with our usual practice.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

February 2, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Hunnell & Sherrill for $236.86 against Consolidated Highway Company, Inc., for materials and supplies furnished in connection with the performance of State Highway Contract No. 1958 for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

Inasmuch as you are surety for the contractors on this job, we are enclosing for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

Enc.

cc - Consolidated Highway Company, Inc.

Walter F. Cline

COPY

January 22, 1938

Secretary of State,

SALEM, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Munnell & Sherrill, has a claim for materials and supplies consisting of truck tires and tubes in the sum of $236.86 against the Bond taken from Consolidated Highway Company, Inc., and The United States Fidelity and Guaranty Co. for the work on Contract No. 1958, Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, 1.1 miles of grading, surfacing and bituminous macadam, said materials and supplies having been used in and furnished for the prosecution of said work.

MUNNELL & SHERRILL
By A. J. Sherrill
Sole Owner

FORM B-A-1 10M 8-37

RECEIVED
JAN [illegible]
FOR FILING
38-a

#1958

January 28, 1938

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Chas. A. Cromm.

Gentlemen:

Reference is made to your letter of January 27th concerning the Consolidated Highway Company, Inc., Contract No. 1958, Pendleton-Mytinger Section in Umatilla County.

You are advised that this contract was completed on September 11, 1937, and has not yet been accepted.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
1938
STATE HIGHWAY COMMISSION

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

January 27, 1938

Oregon State Highway Commission
Salem, Oregon

Consolidated Highway Company, Inc.,
Portland, Oregon
Contract No. 1958

Gentlemen:

Will you please advise the date on which you accepted the above Contract?

Very truly yours,

Chas. A. Crown
DIVISION CREDIT MANAGER

CAC:GGT

FORM 3031

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 15, 1938

IN REPLY PLEASE
REFER TO FILE NO.

24-a

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sirs

May we have your concurrence in extension of time from August 31st, to Sept. 11, 1937, on Consolidated Highway Company's Contract #1958, Pendleton-Mytinger Section of the Old Oregon Trail, FA Project WPMH 38-A.

The work on the original contract was completed on September 4th. The balance of the time to September 11th, was required to crush and place maintenance materials under price agreement. The overrun of 4 days on the original contract was due to material increase in borrow excavation and topping.

For the above reason and because the public was not inconvenienced, or engineering costs materially increased, it is recommended that this extension of time be granted without penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

RECEIVED
JAN 18 1938
FOR FILING

38-[illegible]

MELROSE 2707

WASHINGTON ASPHALT COMPANY
309 WEST 39TH STREET
SEATTLE, WASH.

RECEIVED
JAN 13 1938
OREGON
STATE HIGHWAY COMMISSION

January 12, 1938.

NOTED
State Highway Engineer

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We do not seem to have received a reply to our letter of December 14th which read as follows:

"Referring to your letter of December 1 regarding the Consolidated Highway Company contract on the Pendleton-Mytinger project, we understood that the 33 yards of screen rejections were included in the 1557.5 cubic yards of mineral aggregate paid for as such. It was our understanding, however, tha t the 33 yards of aggregate were picked up at our Stanfield-Pendleton job, were furnished by Rogers Construction Company, our subcontractor on this job, and were to be paid for in addition to the payment for placing. For your information, our agreement with Consolidated Highway Called for a price of $1.30 per yard for placing.

"Presumably, then, we should be entitled to the Consolidated's unit price for this aggregate unless some special arrangement was made. We do not have a record of the unit price Consolidated is to receive for furnishing and placing the aggregate.

"Also, we were advised previously that the amount of asphalt involved was 92.22 tons. Your letter states 92.33 tons. Please advise which is corredt."

We are wondering if our letter or your reply has gone astray.

Very truly yours,

WASHINGTON ASPHALT COMPANY,

BY Beezley

B.C.Beezley
S.

JAN 1[illegible] 1938

#1958

RECEIVED
JAN 13 1938
FOR FILING
34-a

January 11, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 10, 1938, with attached copies of notice of claim which has been filed by Frank Rehberg, through his Attorneys, Raley, Kilkenny & Raley, against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1958 for construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

AM

January 11, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice from the Secretary of State advising of the claim of Frank Rahberg against the Consolidated Highway Company, Inc., in connection with the company's contract, No. 1958, for construction of the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County. The claim is in the amount of $48 for labor performed.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 11 1938
OREGON
STATE HIGHWAY COMMISSION

January 10, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice for $48.00 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S.Fidelity & Guaranty Company, surety, for work on the Pendleton- Mytinger Section of the Old Oregon Trail, which was received from Raley, Kilkenny & Raley, Attorneys at Law, Pendleton, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:FM
encs. 3

AFFIDAVIT OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Frank Rehberg, has a claim for labor performed in the sum of $48.00 exclusive of interest, costs, and attorneys' fees against the bond taken from Consolidated Highway Company, Inc., and The United States Fidelity and Guaranty Company of Baltimore, Maryland, its surety, for the work of rebuilding that portion of the Old Oregon Trail lying immediately East of the City of Pendleton and between the easterly city limits of the City of Pendleton and known as the Pendleton-Mytinger Section of the Old Oregon Trail.

DATED at Pendleton, Oregon, this 8th day of January, 1938.

FRANK REHBERG
Frank Rehberg
P. O. Address, Pendleton, Oregon.

RALEY, KILKENNY & RALEY

Attorneys for Claimant

Endorsed: File No. 2754
Filed January 10, 1938
EARL SNELL
Secretary of State

RECEIVED
JAN 11 1938
FOR FILING
38 a

#1958

January 10, 1938

Columbia Powder Company,
Tacoma, Washington.

Attention: Mr. E. T. Glassbrenner.

Gentlemen:

Receipt is acknowledged of your letter of January 7th concerning contract of the Consolidated Highway Company, Inc., for grading near Pendleton.

You no doubt refer to Contract No. 1958, Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, 1.1 miles of grading, surfacing and bituminous macadam.

This contract was awarded to the above firm March 25, 1937, and was completed September 11, 1937. Acceptance has not yet been made.

The bond furnished was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline, who has offices in the Board of Trade Bldg., Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1958

COLUMBIA POWDER COMPANY

MANUFACTURERS OF HIGH EXPLOSIVES

TACOMA, WASHINGTON

January 7, 1938

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please advise date of acceptance for contracts of the Consolidated Highway Company for highway grading near Pendleton, Oregon. Mr. Denn is out of town and I am looking into the collection of the account.

Your advice will be highly appreciated.

Yours truly,
COLUMBIA POWDER COMPANY

E. T. Glassbrenner
E. T. Glassbrenner - Cashier

ETG:MJ

RECEIVED
JAN 11 1938
FOR FILING

38 a

#1958

January 10, 1938

Raley, Kilkenny & Raley
Attorneys at Law
First National Bank Bldg.
Pendleton, Oregon

Attention: J. R. Raley

Gentlemen:

Responding to your request of the 8th instant I am forwarding to you today, under separate cover, a certified copy of the contract and bond covering the Consolidated Highway Company's contract with the State Highway Commission for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail just east of Pendleton. There is no charge for this copy.

Our records disclose that this job was completed on September 11, 1938, but has not yet been accepted by the State Highway Commission.

I also acknowledge receipt of the affidavit of claim of Frank Rehberg in the sum of $48 against the Consolidated Highway Company, Inc. I note that this affidavit is a duplicate copy so I assume that the original of the same has been filed with the Secretary of State as required by law.

Very truly yours,

Secretary

HBG:AM

January 10, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

I am handing you herewith an affadavit of claim received today from Raley, Kilkenny & Raley, Attorneys at Law, Pendleton, Oregon, wherein notice is given that Frank Rehberg has a claim for labor performed in the amount of $48 against the bond taken from the Consolidated Highway Company, Inc., in connection with its contract for construction of the Pendleton-Mytinger Section of the Old Oregon Trail. This information is given you inasmuch as you appear as surety on the bond involved.

Very truly yours,

HDG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

RALEY, KILKENNY & RALEY
ATTORNEYS AT LAW
FIRST NATIONAL BANK BUILDING
PENDLETON, ORE.

J. H. RALEY, 1855-1936

J. R. RALEY
JOHN F. KILKENNY
JAMES H. RALEY

January
8
1938

RECEIVED
JAN 10 1938
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing you herewith notice of Frank Rehberg of his claim for labor upon the bond of the Consolidated Highway Company upon the Pendleton - Mytinger section of the Old Oregon Trail for labor performed by Mr. Rehberg last summer.

Will you please inform us of the date of completion and acceptance of this work by the State Highway Commission.

In this connection, we also enclose affidavit under the provisions of Section 49702 and will ask that you please prepare and forward us a certified copy of the contract and bond as provided by the last section of Oregon Laws. Please send us a statement of the charges for this copy and we will remit.

no charge

Yours truly,

RALEY, KILKENNY & RALEY

By J R Raley

ANSWERED
H. B. G.

215

AFFIDAVIT ON CLAIM

TO: OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Frank Rehberg, has a claim for labor performed in the sum of $48.00 exclusive of interest, costs, and attorneys' fees against the bond taken from Consolidated Highway Company, Inc., and The United States Fidelity and Guaranty Company of Baltimore, Maryland, its surety, for the work of rebuilding that portion of the Old Oregon Trail lying immediately East of the City of Pendleton and between the easterly city limits of the City of Pendleton and known as the Pendleton-Mytinger Section of the Old Oregon Trail.

DATED at Pendleton, Oregon, this 8th day of January, 1938.

Frank Rehberg
Frank Rehberg
P. O. Address, Pendleton, Oregon.

RALEY, KILKENNY & RALEY
Attorneys for Claimant

AFFIDAVIT AND APPLICATION FOR CERTIFIED COPY OF BOND

STATE OF OREGON)
UMATILLA COUNTY) ss.

I, Frank Rehburg, first duly sworn on oath say: That during the months of May, June, and July, 1937, I was employed by Consolidated Highways Company Inc. at Pendleton, Oregon, upon the work being done by said company under contract for Oregon State Highway Construction upon that portion of the Old Oregon Trail lying immediately east of the city limits of the City of Pendleton; that I was employed as a laborer upon said work and was paid at the rate of 75¢ per hour for the work which I did and that my agreement was that I should be compensated at the rate of 75¢ per hour; that during the time I was so employed, I worked overtime to the extent of 64 hours for which overtime I claim extra compensation at the rate of 75¢ per hour under the provisions of Section 4974 Oregon Laws in the total sum of $48.00 exclusive of interest, costs, and attorneys fees; that no part of said sum has been paid, although demand has been duly made for the same, and I hereby make application to the Oregon State Highway Commission for a certified copy of the said contract and the bond accompanying the same in order that I may institute action against the said contractor and sureties for recovery of said amount.

DATED at Pendleton, Oregon, this 8th day of January, 1938.

Frank Rehberg

Subscribed and sworn to before me this 8th day of January 1938.

Notary Public for Oregon

My Commission expires: July 27, 1940

RECEIVED
JAN 8 1938
FOR FILING

#1958

38-a

January 7, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice from Honorable Earl Snell, Secretary of State, advising that the Chain Belt Company has filed a claim against the bond taken from the Consolidated Highway Company, Inc., in connection with their contract for grading, surfacing and bituminous macadam on the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, Contract No. 1958. The claim is in the amount of $19.20 for materials furnished.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job.

Very truly yours,

AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co., Inc.
Box 5661, Kenton Station
Portland, Oregon

January 7, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of December 30 with attached copies of notice of claim which has been filed by the Chain Belt Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1958 which is for grading, surfacing and bituminous macadam on the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

M

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

December 30, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Chain Belt Company for $19.20 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail, State Highway Contract No. 1958, which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 3

CHAIN BELT COMPANY
Milwaukee, Wis.

Portland Office
112-118 S.W. First Ave.
Phone: Beacon 6122

Portland, Ore.

December 28, 1937.

Secretary of State,
Salem, Oregon.

Gentlemen:

In accordance with instructions given us by the Oregon State Highway Commission, in their letter of December 27th, we wish to file the following claim with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931;

> To: State of Oregon:
>
> Notice is hereby given that the undersigned, Chain Belt Company, has a claim for material furnished, namely: 20 Ft. No. H-82 REX Riveted Mill Chain, in the sum of $19.20 (Nineteen Dollars and Twenty-Cents) against the bond taken from the Consolidated Highways Company, Inc., the principal, and the United States Fidelity & Guaranty Company, the sureties, for the work of the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, State Highway Contract No. 1958.

CHAIN BELT COMPANY

By R. R. Bolin

We are enclosing herewith copies of the invoice which we have issued to the Consolidated Highways Company, Inc., and for which we have not yet received payment.

Yours very truly,

CHAIN BELT COMPANY
By R.R. Bolin

R. R. Bolin: fd
Encl.

* * * * * * * * * * * *

CHAIN BELT COMPANY
Milwaukee, Wis.
Portland, Ore. August 24, 1937
112-118 S. W. 1st Ave.

Invoice No.
F-14701
Date Invoiced
8-24-37

Sold to Consolidated Highway Co.,
Henry Bldg.,
Portland, Oregon

Our order No.
14211 C
Customer's order No.
750
Date received
8-24-37

Shipped to Same,
Pendleton, Ore.

How to Ship Consolidated Freight
F.o.b. Portland

20 Ft. #H-82 REX Riveted Mill Chain 1.20 20 19.20

This invoice net 30 days - NO CASH DISCOUNT

Endorsed: File No. 2748
Filed Dec. 30, 1937
EARL SNELL, Secretary of State

#1958

RECEIVED
JAN 17 1938
FOR FILING

38-a

January 4, 1938

Consolidated Highway Company, Inc.,
Box #5661, Kenton Station,
Portland, Oregon.

Attention: Mr. John A. Logan, Pres.

Gentlemen:

On December 3rd we received your formal application for an extension of time on your Contract No. 1958 - Pendleton-Mytinger Section, to September 11, 1937.

Will you please have your surety company furnish a letter consenting to the extension so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1958

38-cl

December 27, 1937

CHAIN BELT COMPANY
112-118 S. W. First Avenue
Portland, Oregon

Attention L. R. Bolin

Gentlemen:

This acknowledges receipt of your letter dated December 21, asking us to advise you what steps you should take in order to secure payment of your claim against Consolidated Highway Company, Inc., in the sum of $19.20, for material used in connection with construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, State Highway Contract No. 1958.

For the protection of claimants against themselves, these contractors furnished a bond written by the United States Fidelity & Guaranty Company, for whom McCallister & Campbell are general agents, with offices at 300 Central Building, Seattle, and for whom Walter F. Cline is local agent, in the Board of Trade Building, Portland. You should notify this company, through its agents, of your claim. For the further protection thereof, in case you do not secure satisfaction through the surety, you should notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

REFERRED TO
Farland
BY SECRETARY

December 27, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a letter from CHAIN BELT COMPANY, Portland, advising that they have a claim in the amount of $19.20 for material furnished, against Consolidated Highway Company, Inc., in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, being State Highway Commission Contract No. 1968.

Inasmuch as you are the surety named by the contractors on this job, we are notifying you of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company
Box 5661 Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

CHAIN BELT COMPANY

MANUFACTURERS OF REX CHAIN – REX CONCRETE MIXERS
REX SPROCKETS – REX TRAVELING WATER SCREENS
REX ELEVATORS AND REX CONVEYORS, ESTABLISHED

MILWAUKEE, WIS.

CABLE ADDRESS BELTCHAIN

PORTLAND OFFICE
112-118 S. W. FIRST AVE.
PHONE: BEACON 6122

PORTLAND, ORE.

RECEIVED
1937
STATE HIGHWAY COMMISSION

December 21st, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Our firm has allowed credit to the Consolidated Highway Company, Portland, Oregon, in the amount of $19.20, for material used in connection with the Pendleton Job No. 1958, and have been unable so far to secure a remittance covering our invoices.

Today we conversed with the office of the Consolidated Highway Company and were instructed to write this letter to you to file claim for payment of this account, and will appreciate your advising us what steps we should take in order to secure our money.

Yours very truly,

CHAIN BELT COMPANY

By RRBolin

R.R.Bolin:fd

RECEIVED
DEC 20 1937
FOR FILING

38-Q

#1958

December 18, 1937

Newport Construction Company
7031 N. E. Halsey
Portland, Oregon

Attention: Robt. Brocks, Secretary

Gentlemen:

Reply is made to your letter of the 16th instant requesting a supply of forms for the filing of liens against contractors on state highway work and further requesting information concerning the Consolidated Highway Company's contract just east of Pendleton.

The State Highway Commission has no particular form for the filing of claims but a form is suggested in Chapter 280, Laws of Oregon for 1931, for the filing of claims with the Secretary of State. I would suggest that you use that form, a copy of the law is inclosed for your further information.

The Consolidated Highway Company's contract east of Pendleton is state highway contract No. 1958 and is for grading, surfacing and bituminous macadam on the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County. The bond furnished in connection with this job was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in the Central Building, Seattle, Washington. This job was completed on September 11, 1937, but has not yet been officially accepted by the Commission. According to the law, your notice of claim should be filed with the Secretary of State prior to the expiration of a period of six months from date of completion and acceptance of the contract in order to hold the bond responsible and liable after the six-months' period has expired.

The official name of the contractor is Consolidated Highway Company, Inc.

I believe that the above information is all that you will need for the filing of your claim.

Very truly yours,

Secretary

HBG:AM
incl.

ROBT. BROOKE
SECRETARY

M. R. NEWPORT
SUPERINTENDENT

ORT CONSTRUCTION CO.
INCORPORATED 1904
NERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
7031 N. E. HALSEY TA. 2511

Dec.16,1937.

H. B. Glaisyer

ffice Engineer,
Highway Commission,

se send us a few of the forms,or one only,
leins for claims against contractors who
ipment rental or other bills incurred on
Work.
would be pleased to be informed of the
contract,and such data concerning it as is
filing leins,for the contract of Consolidated
y for the work done by them immediately east
of the city of Pendleton this year.

Yours very truly,

Newport Construction Co.

By Robt Brooke Secy.

ANSWERED
H. B. G.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

M. R. NEWPORT
SUPERINTENDENT

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
7031 N. E. HALSEY TA. 2511

Dec.16,1937.

S.H.Probert,Office Engineer,
Oregon State Highway Commission,
Salem,Oregon.

Dear Sir:

Please send us a few of the forms,or one only, used in filing leins for claims against contractors who do not pay equipment rental or other bills incurred on State Highway Work.

Also would be pleased to be informed of the number of the contract,and such data concerning it as is required when filing leins,for the contract of Consolidated Highway Company for the work done by them immediately east of the city of Pendleton this year.

Yours very truly,

Newport Construction Co.

By Robt Brooke Secy.

ANSWERED
H. B. G.

#1958

RECEIVED
DEC 17 1937
FOR FILING
38-a

December 16, 1937

WILLAMETTE HAULING COMPANY
1726 N. Flint Avenue
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 15 giving us notice of a supplemental claim against the Consolidated Highway Company, Inc., in the amount of $142.80, in connection with Highway Commission Contract No. 1958, for construction of the Pendleton-Mytinger Section of the Old Oregon Trail Highway, in Umatilla County.

We have noted this supplemental claim in our records of this job and have notified the contractor and his surety thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

December 18, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
800 Central Building
Seattle, Washington

Gentlemen:

Herewith copy of notice of supplemental claim by Willamette Hauling Company for $142-80 against the Consolidated Highway Company, Inc., in connection with the performance of State Highway Contract No. 1958 for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

Inasmuch as you are the surety named by the contractors on this job, we are sending you this notice for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MK.

cc - Consolidated Highway Company, Inc.
Box 5861, Kenton Station, Portland

Walter F. Cline, Resident Agent
Board of Trade Building, Portland

TRINITY 3415

Res. { Vern Van Horn, Pres., TRINITY 3357
{ M. E. Van Horn, V. Pres., GARFIELD 4617

WILLAMETTE HAULING CO.
1726 N. FLINT AVENUE
HEAVY HAULING • CRANE SERVICE • HOISTING • STORAGE
PORTLAND, OREGON

RECEIVED
DEC 16 1937
OREGON
STATE HIGHWAY COMMISSION

Dec. 15, 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We wish to supplement our letter of October 6th to you regarding a lien notice.

Notice hereby is given that the undersigned Willamette Hauling Company has a claim for hauling a cat and dozer to Pendleton in the sum of one hundred forty-two dollars and eighty cents ($142.80) against the bond taken from United States Fidelity & Guaranty Company for the work of constructing by the Consolidated Highway Company the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, just east of Pendleton. This is State Highway Contract No. 1958.

Very truly,

WILLAMETTE HAULING COMPANY

By M E Van Horn

VVH:EB

#1958

FORM [illegible] 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 15 1937
FOR FILING
38-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 30, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

Replying to yours of November 29 having reference to extension of time on the Consolidated Highway Company, Inc. contract No. 1958, Pendleton-Mytinger Section:

Under date of October 22 I requested this company to submit a request for an extension of time and they replied to me under date of October 27 as per the attached copy of letter advising that they did not consider an extension necessary. I wrote them again on October 29 as per the attached copy of letter advising them that it was necessary to submit such extension request, but my letter has been completely ignored.

This is some more child play on the part of John Logan, but I will write him again asking that he request such extension of time and if he still refuses, I see nothing to do but hold up final payment on his estimate until such time as he elects to use a little common intelligence.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc H. G. Smith

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

RECEIVED
[illegible] 1 - 1937
STATE HIGHWAY COMMISSION

November 30, 1937

In reply please refer to file no.

Consolidated Highway Co., Inc.
Box 5661, Kenton Station
Portland, Oregon

Attention Mr. John A. Logan, Pres.

Gentlemen:

To date you have not submitted request for extension of time on your Pendleton-Mytinger contract number 1958 as requested in my letters of October 22 and October 29th.

I am this date in receipt of a letter from Salem asking that this matter be expedited and it will be appreciated if you will request an extension of time from August 31 to September 11, your completion date.

Very truly yours

W C Williams
W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. B. Glaisyer ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 29, 1937

IN REPLY PLEASE REFER TO FILE NO.

C O P Y

C O P Y

Consolidated Highway Company, Inc.
Box 5661, Kenton Station
Portland, Oregon

Attention Mr. John A. Logan, Pres.

Gentlemen:

Receipt is acknowledged of your letter of October 27 in which you advise that time extension is not required on your Pendleton-Mytinger contract No. 1958, as your records indicate you completed and moved off the job August 31st.

I am sorry to advise you that our records do not agree, as on September 4 you placed the ¼" to 0" mineral aggregate on the final seal coat, having allowed a few days to elapse between the completion of the oiling and the placing of this final mineral aggregate.

The crushing of maintenance materials under price agreement executed by you was not completed until September 11 and this price agreement upon executton became a valid part of your contract the same as if it had been in the original contract.

For these reasons it is necessary that you secure an extension of time and I again respectfully request that you submit such an application for extension of time, as payment on your final estimate can not be made until such extension is executed.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H.Baldock
H. G. Smith

C O P Y

C O P Y

CONSOLIDATED HIGHWAY COMPANY, INC.
Box 5661, Kenton Station
Portland, Oregon.

October 27, 1937

Mr. W. C. Williams
Division Engineer
Oregon State Highway Commission
La Grande, Oregon

Dear Mr. Williams:

We have your letter of October 22nd, asking for a request for an extension from August 31st until September 10th on Contract No. 1958, Pendleton-Mytinger section. According to our records, we completed and moved off of this contract on August 31st. The only other work that was done on this particular section of highway was crushing extra rock for stockpile, but this was not a part of the original contract.

We would be pleased to comply with your request if it were not for the fact that we did finish on August 31 as above stated.

Sincerely yours

CONSOLIDATED HIGHWAY COMPANY, INC.

By (signed) John A Logan
President

JL:AL

C O P Y

C O P Y

#1952

RECEIVED
NOV 30 1937
FOR FILING
38-[illegible]

November 29, 1937

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to the Consolidated Highway Co. Inc., Contract No. 1958, Pendleton-Mytinger Section in Umatilla County.

The original date of completion of this contract was August 31, 1937, and according to our records was not completed until September 11, 1937.

Will you please take the matter of an extension of time up with the contractors and forward your recommendation to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1958

RECEIVED
NOV 26 1937
FOR FILING
38-0

November 26, 1937

General Petroleum Corporation,
213 S. W. Alder St.,
Portland, Oregon.

Attention: Mr. Chas. A. Crumm.

Gentlemen:

In response to your inquiry of November 24th you are advised that the Consolidated Highway Co. Inc., Contract No. 1958, Pendleton-Mytinger Section in Umatilla County, was completed September 11, 1937. This contract has not been accepted by the Highway Commission.

The total amount paid the contractors to date is $66,943.16, and the retained percentage is $2,070.41.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
NOV 26 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

November 24, 1937

Oregon State Highway Commission
Salem, Oregon.

Consolidated Highway Co., Inc.,
Contract No. 1958 - $954.42

Gentlemen:

We will thank you for advising us the date on which this contract was completed, and if the Consolidated Highway Company, Inc., has received their final estimate.

Very truly yours,

Chas. A. Crown
DIVISION CREDIT MANAGER

CAC:GGT

Pd - $66,943.16
Rtd $2,070.41

RECEIVED
DEC 15 1937
FOR FILING
38-2

Baldock

NOTED

FINAL COST ANALYSIS

Nov. 23rd, 1937

Old Oregon Trail Highway, Pendleton-Mytinger Section
Contract 1938, Prefix 30-1120
Consolidated Highway Company, Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Trench Excavation	$ 271.20	271.2	cu. yd.	1.00	1.78	$ 482.74
Common "	5,297.64	17,658.8	cu. yd.	0.30	0.545	9,624.05
Solid Rock "	44,560.94	64,605.1	cu. yd.	0.69	0.545	35,209.78
Overhaul	2,681.82	89,394	yd. sta.	0.03	0.01	893.94
Truck Haul	5,505.60	18,352	yd. mi.	0.30	0.16	2,936.32
Finishing Roadbed & Slopes	432.00	1.08	Miles	400.00	772.00	833.76
Rounding Cutbanks	80.00	800	lin. ft.	0.10	0.10	80.00
18" Concrete Pipe	497.25	255	lin. ft.	1.95	2.28	581.40
24" " "	57.75	21	lin. ft.	2.75	3.12	65.52
48" " "	1,312.00	160	lin. ft.	8.20	9.73	1,556.80
Salvage Culvert Pipe	36.00	36	lin. ft.	1.00	2.00	72.00
Selected Roadbed Topping	1,761.20	6,290	cu. yd.	0.28	0.25	1,572.50
Hauling " "	2,002.53	15,477.5	yd. mi.	0.13	0.10	1,547.75
Salvaging Surf. Materials	262.80	438	cu. yd.	0.60	0.67	293.46
Crushed Rock Shoulders	2,086.20	1,098	cu. yd.	1.90	2.03	2,228.94
Sprinkling	45.30	22.65	M-Gal.	2.00	2.00	45.30
Preparation of Base	162.00	1.08	Miles	150.00	173.00	186.84
Mineral Aggr. in Place	4,361.00	1,557.5	cu. yd.	2.80	3.23	5,030.73
Asphalt in Place	2,723.74	92.33	Tons	29.50	30.00	2,769.90
Screen Rejections	131.83	527.3	cu. yd.	0.25	0.25	131.83
Hauling Screen Rejections	26.41	220.1	yd. mi.	0.12	0.12	26.41
PA #1 Crushed Rock in Stockpile	2,549.30	1,961.1	cu. yd.	1.30	1.45	2,843.60
	$76,844.51					$69,013.57

Total Cost	**$76,844.51**
Gross Revenue	**69,013.57**
Net Loss	**$7,830.94**

Net Loss Equals 11.3% of Gross Earned

Pendleton-Mytinger Section

Detail of Cost

Labor:		
Supervision	$2,980.60	
Labor	18,946.09	
State Industrial Accident Insurance	1,091.33	
Unemployment Insurance & Social Security	657.80	
		$23,675.82
Materials:		
18" Concrete Pipe 255 lin. ft. at 1.60	408.00	
24" " " 21 lin. ft. at 2.30	48.30	
48" " " 160 lin. ft. at 7.30	1,168.00	
		1,624.30
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	12,262.00	
Hired Equipment	742.30	
Hired Trucks (Not including labor and gas)	10,490.79	
Gas, Oil & Grease	10,230.12	
Explosives	4,724.30	
Small Tools, Repairs & Misc. (50%)	4,592.77	
Freight & Cartage	948.77	
General Expense	780.60	
Bond 1% of Gross	690.14	
Home Office 2% of Gross Revenue	1,380.28	
		46,842.07
Washington Asphalt Co., Sub-Contractor:		
Asphalt in Place 92.33 ton at 29.00	2,677.57	
Mineral Agg. In Place 1557.5 cu. yd. at 1.30	2,024.75	
		4,702.32
Total Cost		$76,844.51

Contract 1958

REMARKS:

This job was let on March 25, 1937. Work was started April 5th, and completed Sept. 11th, 1937.

The contract consisted primarily of the excavation of 82,263.9 cubic yards in two cuts which paralleled and adjoined the old roadway. In order not to interfere too much with traffic, great care had to be exercised in the blasting operations and in the movement of trucks to and from the shovel. A new 1½ cu. yd. Koehring shovel was moved on the job on May 14th, and for the duration of the job averaged only about 50 cu. yd. per hour. This low output was mainly due to the heavy auto traffic which caused the shovel to stand idle a great part of the time while the traffic was routed through. Most of the trucks on the job were hired at high rental rates, and this coupled with low production resulted in high cost for transporting excavation materials.

For the crushing of mineral aggregates and stockpile materials, the contractor set up in quarry located two miles south of Pendleton on the Pendleton-John Day Highway. The rock shot up very nice and excellent production was made by the crushing plant, which consisted of only one crusher, an 8-inch gyratory.

The oiling and placing of mineral aggregates was sublet to Washington Asphalt Company.

This job was bid too low. The contractor made fair progress, considering that he was operating under a number of handicaps. The supervision on this job was fair, but the blasting work was done in an excellent manner. The heavy traffic, however, was a major obstacle to efficient operation. Financial difficulties of the contractor tended to keep the workmen and truck owners in a state of uncertainty. The books of the contractor are in such a scrambled state, that it is impossible to arrive at an exact cost.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
NOV 19 1937
FOR FILING

38 a

November 17, 1937

Hon Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt from your office of three copies of each of the following claims against Consolidated Highway Company:

1. Panther Oil and Grease Manufacturing Co., in the sum of $45.90, for work on the Pendleton- Mytinger Section of the Old Oregon Trail; (Contract No. 1958); 38-a
2. C. D. Johnson Lumber Corporation, for $16.68, for work on the Toledo-Simpson Creek Section of the Corvallis-Newport Highway; (Contract No. 1851); 150-e
3. Joseph E. Brausch, for $60.00, for work on the Newport-Corvallis Highway from Toledo easterly (Contract No. 1851); 150-e

We are notifying the contractor and his surety (U. S. Fidelity & Guaranty Company) of these claims, forwarding them copies of the notices received from you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 16 1937
OREGON
STATE HIGHWAY COMMISSION

November 13, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Panther Oil & Grease Mfg. Co. for $15.90 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelith & Guaranty Company, surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

Fort Worth, Texas,
Nov. 9, 1937.

Secretary of State,
Salem, Ore.

Notice is hereby given that the Panther Oil & Grease Mfg. Co. of Fort Worth, Texas, has a claim for merchandise furnished (for a complete description see copy of our Invoice No. 24957 hereto attached, in the sum of Forty-Five Dollars & 90/100 ($45.90) against the bond taken from Consolidated Highway Company, Inc., of Pendleton, Oregon, and the United States Fidelity & Guaranty Company, who is surety on said bond for the work on Project No. W. P. M. H.-38A-44, same being the Pendleton-Mytinger Section of the Old Oregon Trail in Umitilla County, for 1.1 miles of grading, surfacing and bituminous macadam.

Witness my hand this 9th day of November, A. D., 1937.

R. H. WYATT
R. H. Wyatt, Credit Manager

Sworn and subscribed to before me this 9th day of November, A.D. 1937.

(SEAL)

J. D. BLACKWELL
Notary Public in and for Tarrant County, Texas.

JDB:DE

* * * * * * * * * * * * * * *

PANTHER OIL & GREASE MFG. CO.
For t Worth, Texas

Date May 25 1937
Invoice No. 24957
Salesman JGC
Your account will be due August 25th, 1937

CONSOLIDATED HIGHWAY COMPANY INC.
PENDLETON

via C B Ry

½ Drum new pantherized sure grease "Micro-Phytic Processed" - S A E 160 - E P - 340 13½ 45 90
1-25# Can New pantherized sure grease "Micro-Phyatic processed" #1-Spec outside gear grease N/C
1-25# Can panco #3 graphite high pressure grease N/C
1 large faucet

Freight prepaid.

Endorsed: File No. 2723
Filed 11/13/37
EARL SNELL, Secretary of State

#1958

RECEIVED
NOV 16 1937
FOR FILING
34-a

November 13, 1937

Mr. R. H. Wyatt, Credit Manager
Panther Oil & Grease Mfg. Company
Fort Worth, Texas

Dear Sir:

This acknowledges your letter of the 9th instant inclosing an affidavit of claim of the Panther Oil & Grease Company for merchandise furnished the Consolidated Highway Company, Inc., in the amount of $45.90 in connection with its contract with the Highway Commission for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County. I note that a duplicate affidavit of this claim has been sent to the Oregon Secretary of State in accordance with the Oregon statute.

In accordance with our usual practice, I am today calling this claim to the attention of the bonding company and also to the contractor and trust that the claim will be settled within the near future.

There is no fee for filing this claim with the State Highway Commission. I can assure you that we are glad to be of service to you in this regard.

I now wish to thank you for the small souvenir pocket knife which accompanied your letter. It was very nice of you to express your appreciation in such manner.

Respectfully yours,

Secretary

HBG:AM

November 15, 1937

United States Fidelity & Guaranty Company
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has received the attached notice of claim of the Panther Oil & Grease Company of Fort Worth, Texas, for merchandise furnished the Consolidated Highway Company, Inc., in connection with its contract for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, Contract No. 1958. The claim is in the amount of $45.90.

This is being sent you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with the above mentioned contract. Will you please take care of this claim at the earliest opportunity.

Very truly yours,

AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

PANTHER OIL & GREASE MFG. CO.

PANTHER [illegible] GREASE
[illegible]

PANTHER [illegible]
LIQUID ASBESTOS ROOF [illegible]

FORT WORTH, TEXAS

CEIVE
V 13 1937
OREGON
HIGHWAY COMMISSIO

Nov. 9, 1937.

Oregon State Highway Commission,
Mr. H. B. Glaisyer, Secretary,
Salem, Ore.

Gentlemen:

Re: Consolidated Highway Company, Inc.,
Pendleton, Ore. $45.90.

Surely did appreciate your letter of November 3rd, Mr. Glaisyer, and your detailed statement concerning the Consolidated Highway Company, Inc., and their work on Project No. WPMH-38A-44.

Enclosed is our Notice of Claim for $45.90. Please file this claim in our office, or with the proper official of the State Highway Department.

I am this day forwarding a duplicate original copy of this notice to the Secretary of State in Salem, Oregon, and also Mr. Walter F. Cline, Agent of the United States Fidelity & Guaranty Co., Portland, Oregon.

I want you to know that I appreciate more than words can express your help in this connection. If we owe you a fee for filing this notice of claim, let us know the amount and we will be glad to send you our check.

Please accept this little souvenir pocket knife as my way of saying thanks again.

Sincerely,

R. H. Wyatt
Credit Manager.

RHW:B-DE

Fort Worth, Texas,
Nov. 9, 1937.

Oregon State Highway Commission,
Mr. H. B. Glaisyer, Secretary,
Salem, Ore.

Notice is hereby given that the Panther Oil & Grease Mfg. Co. of Fort Worth, Texas, has a claim for merchandise furnished (for a complete description see copy of our Invoice No. 24957 hereto attached) in the sum of Forty-Five Dollars & 90/100 ($45.90) against the bond taken from Consolidated Highway Company, Inc., of Pendleton, Oregon, and the United States Fidelity & Guaranty Company, who is surety on said bond for the work on Project No. W.P.M.H.-38A-44, same being the Pendleton-Mytinger Section of the Old Oregon Trail in Umitilla County, for 1.1 miles of grading, surfacing and bituminous macadam.

Witness my hand this 9th day of November, A.D., 1937.

R. H. Wyatt
R. H. Wyatt, Credit Manager.

Sworn and subscribed to before me this 9th day of November, A.D., 1937.

J. L. Blackwell
Notary Public in and for Tarrant County, Texas.

JDB:DE

OIL & GREASE MFG.
FORT WORTH, TEXAS

THE GREASE IN THE SILVER DRUM

CONSOLIDATED HIGHWAY COMPANY INC
PENDLETON OREGON

DATE MAY 25 1957

INVOICE NO. 24957

SALESMAN JGC

SHIP TO

TERMS YOUR ACCOUNT WILL BE DUE AUGUST 25TH 1957

VIA C B KY

"We Thank You and Hope You'll Like The Panther Way"

QUANTITY	ARTICLE	NET	PRICE	AMOUNT
½	DRUM NEW PANTHERIZED SURE GREASE "MICRO-PHYTIC PROCESSED" - S A E 160 - E P -	340	13½	45 90
1-25#	CAN NEW PANTHERIZED SURE GREASE "MICRO-PHYTIC PROCESSED" #1-SPEC OUTSIDE GEAR GREASE N/C			
1-25#	CAN PANCO #3 GRAPHITE HIGH PRESSURE GREASE N/C			
1	LARGE FAUCET			
	FREIGHT PREPAID.			

COPY INVOICE

Contract No. 1958.

ROGERS CONSTRUCTION CO.

By Eli Neal, Jr.
Bookeeper

38-a

COPY

TO: STATE OF OREGON

NOTICE HEREBY is given that the undersigned Rogers Construction Co. has a claim for furnishing roller, motor grader, water truck and rollerman's time in the sum of One Hundred and One Dollars and Thirty Cents ($101.30) against the bond taken from Consolidated Highway Company, Inc., Principal, and the United States Fidelity and Guaranty Company, Surety, for the work of construction of the Pendleton-Mytinger Section of the Old Oregon Trail, State of Oregon Contract No. 1953.

ROGERS CONSTRUCTION CO.

By Eli Neal, Jr.
Bookeeper

Endorsed: File No. 2718
Filed November 3, 1937
EARL SNELL, Secretary of State

37-a

#1958

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

November 5, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlmen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Rogers Construction Company for $101.30 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger section of the Old Oregon Trail, contract No. 1958, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

#1458

RECEIVED
NOV 5 1937
FOR FILING
38-a

November 3, 1937

Panther Oil & Grease Mfg. Co.

Fort Worth, Texas

Attention: R. H. Wyatt, Credit Manager

Gentlemen:

Replying to your inquiry of the 28th ultimo regarding the status of the contract awarded by the Oregon State Highway Commission to the Consolidated Highway Company, Inc., for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, Oregon, wish to say that this job was completed by the contractor on September 11, 1937, but it has not been formally accepted by the State Highway Commission. We expect that this will be done, however, at the next regular meeting of the Commission which is scheduled for November 30, 1937. We also expect that final payment to the contractor will be made immediately after the job has been accepted by the Commission.

If you have not already done so, I would suggest that you file notice of your claim with the general agent of the surety that wrote the bond furnished by the contractor in connection with the job. The bond was written by the United States Fidelity & Guaranty Company for whom McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. The local representative of the bonding company is Walter F. Cline, Board of Trade Building, Portland, Oregon. I would also suggest that you file notice of your claim with the Oregon Secretary of State in accordance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:EM
INCL.

Secretary

#1958

RECEIVED
[illegible] 1937
[illegible] COMMISSION

PANTHER OIL & GREASE MFG. CO.

PANTHER - *The* GREASE *in the* SILVER DRUM
PANTHER - BATTLESHIP *Liquid Asbestos Roof Coating*

FORT WORTH, TEXAS

Oct. 28, 1937.

Oregon State Highway Commission,
Mr. H. B. Glaisyer, Secretary,
Salem, Oregon.

Gentlemen:

Re: Consolidated Highway Co., Inc.,
Pendleton, Ore.
Your contract No. 1958.

On July 13th, Mr. Glaisyer, you were kind enough to give us some information concerning your Contract No. 1958, Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, for 1.1 miles of grading, surfacing and bituminous macadam.

At that time you stated that the contract was awarded on March 25th, and the date of completion was August 31st, 1937. This customer still owes us for the merchandise, and we want to know if this contract has already been completed. If it has, we would like to know the date of completion, and if the entire contract price has been paid to the Contractor.

Please use the enclosed envelope to give us this information. Many, many thanks.

Yours truly,

R. H. Wyatt
Credit Manager.

RHW:B-DE

Completed Sept, 11, 1937 - Not accepted
Final payment not made.
Surety:- U. S F. + G. Co. Walter F. Cline.

MEMBER:
NATIONAL ASSOCIATION
WHOLESALE CREDIT MEN
AND
NATIONAL RETAIL
CREDIT ASSOCIATION
SUBSCRIBERS:
RETAIL CREDIT CO.
DUN & BRADSTREET, INC.
RETAIL MERCHANTS ASSN.

ANSWERED
H. B. G.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 1 - 1937
[illegible] COMMISSION

RECEIVED
NOV 4 1937
FOR FILING
3x-a

October 29, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Consolidated Highway Company, Inc.
Box 5661, Kenton Station
Portland, Oregon

Attention Mr. John A. Logan, Pres.

Gentlemen:

Receipt is acknowledged of your letter of October 27 in which you advise that time extension is not required on your Pendleton-Mytinger contract No. 1958, as your records indicate you completed and moved off the job August 31st.

I am sorry to advise you that our records do not agree, as on September 4 you placed the ½" to 0" mineral aggregate on the final seal coat, having allowed a few days to elapse between the completion of the oiling and the placing of this final mineral aggregate.

The crushing of maintenance materials under price agreement executed by you was not completed until September 11 and this price agreement upon execution became a valid part of your contract the same as if it had been in the original contract.

For these reasons it is necessary that you secure an extension of time and I again respectfully request that you submit such an application for extension of time, as payment on your final estimate can not be made until such extension is executed.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
~~H. G. Smith~~

#1958

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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OCT 25 1937
FOR FILING
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RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

October 22, 1937

Consolidated Highway Co., Inc.
517 Henry Building
Portland, Oregon

Attention Mr. John A. Logan, President

Gentlemen:

The time limit on your contract No. 1958, Pendleton-Mytinger section, was August 31, whereas the work was not completed until September 11.

Please submit to this office at your early convenience a request for an extension of time, setting forth in such request explicit reasons why such extension was required. Consent of your surety company should accompany your request.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc H. B. Glaisyer ✓

RECEIVED
OCT 14 1937
FOR FILING
38-

October 14, 1937

Union Oil Company of California,
Spokane, Washington.

Gentlemen:

Reference is made to your letter of October 13th concerning the Consolidated Highway Company, Inc., Contract No. 1958 - Pendleton-Mytinger Section, and the Washington Asphalt Company, Contract No. 1959 - Stanfield-Pendleton Section.

You are advised that both of the above contracts were completed September 11, 1937. Neither project has been accepted by the Highway Commission, nor has final payment been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

MAIN [illegible]

926 W. SPRAGUE AVENUE
Spokane, Wash.

RECEIVED
OCT 14 1937
OREGON
STATE HIGHWAY COMMISSION

October 13, 1937

Bureau of Highways
State of Oregon
Salem, Oregon

Gentlemen:

Re: State of Oregon Contracts
#1958 #1959

Under date of September 27th you were kind enough to advise us that Contract #1958 held by Consolidated Highway Co., Inc., had been completed but not accepted and that Contract #1959 held by the Washington Asphalt Co. had also been completed but not accepted.

Would you please advise us at this time if these jobs have been accepted. We are enclosing a business reply envelope for your convenience in replying and will appreciate your courtesy in this connection.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

TJF:VB
Enc.

RECEIVED
OCT 14 1937
FOR FILING
[illegible]

October 14, 1937

UNITED STATES FIDELITY AND GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of notices of release of claim as follows against the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1958 for the construction of the Pendleton-Nytinger Section of the Old Oregon Trail, in Umatilla County:

Pendleton Iron Works, by M. L. Akers	$119.21
Walts Welding Works, by Walter Hendricks	505.94

We are sending you notice of the satisfaction of these claims inasmuch as you are named surety on the bond furnished by the contractor. We are also noting the releases in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

October 14, 1937

CONSOLIDATED HIGHWAY COMPANY, INC.
424 Henry Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letters of October 7 and 9, enclosing signed releases as follows in connection with your contract with the Oregon State Highway Commission, No. 1958, for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County:

Pendleton Iron Works and H. L. Akers	$119.21
Walts Welding Works, by Walter Hendricks	506.94

We have noted the satisfaction of these claims in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 11 1937
OREGON
STATE HIGHWAY COMMISSION

CONSOLIDATED HIGHWAY COMPANY, INC.
PORTLAND, OREGON

October 9, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith you will find signed copy of release covering the claim of Walter Hendricks.

This claim was filed by Walter Hendricks for the business known as Walts Welding Works.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson

REFERRED TO
Jms
BY SECRETARY

write customary letters
HSS

515

RECEIPT

TO: Consolidated Highway Company, Inc.
United States Fidelity and Guaranty Company, a corporation
Oregon State Highway Commission

You, and each of you, are hereby notified that I have been this day paid the sum of $503.94 on my account with the Consolidated Highway Company, Inc., and the said sum was accepted by me in full and complete satisfaction of all claims of every kind and nature I now have against the said Consolidated Highway Company, Inc., a corporation, or the United States Fidelity and Guaranty Company, a corporation.

DATED this 24 day of September, 1937.

Walter Hendricks

STATE OF OREGON)
) ss.
UMATILLA COUNTY)

THIS CERTIFIES, That on this 24th day of September, 1937, before me, the undersigned, a Notary Public in and for the said County and State, personally appeared the within named Walter Hendricks, who is known to me to be the identical person described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily for the purposes and uses therein mentioned.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and the year last above written.

John F Kilkenny
Notary Public for Oregon

My Commission expires Nov 14 1938

RECEIVED
OCT 11 1937
FOR FILING
38-a

October 9, 1937.

U. S. Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon.

Gentlemen:

For your information, we have to advise that it is the intention of the State Highway Commission to make semi-final payment to the Consolidated Highway Company, Inc., on Contract No. 1854 for the construction of the grading, surfacing and bituminous macadam work on the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County. Payment will be made on or after October 19, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

ap/

#1958

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FOR FILING
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CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

October 7, 1937.

RECEIVED
OCT 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith you will find copy of signed release covering the claim of The Pendleton Iron Wks. and M. L. Akers.

Very truly yoursm

Consolidated Highway Co., Inc.

By FR Davidson

REFERRED TO
McFarland
BY SECRETARY

write customary letter
[illegible]

To: The Oregon State Highway Commission and to
Others Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Pendleton Iron Works in consideration of the sum of One Hundred Nineteen and twenty one hundreths dollars in hand paid by the Consolidated Highway Company, Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Company, Inc., and the United States Fidelity and Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and material furnished by the undersigned to the Consolidated Highways Company, Inc., in the construction of what is known as the Pendleton-Mytinger Project, State Contract No. 1958.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 30th day of September, 1937.

PENDLETON IRON WORKS

M L Akers

#1958

RECEIVED
OCT 13 1937
FOR FILING
3 X - a

October 7, 1937

Willamette Hauling Company
1726 N. Flint Avenue
Portland, Oregon

Gentlemen:

Reply is made to your letter of the 6th instant in regard to filing of your claim against the Consolidated Highway Company, Inc., for hauling to Pendleton.

I presume that the hauling work was in connection with the Consolidated Highway Company's contract with the State Highway Commission for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, just east of Pendleton. This is State Highway Contract No. 1958.

In connection with this job the contractor was required to furnish the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. The bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I would suggest that you file notice of your claim with Mr. Cline and also with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. Unless your claim is filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the project and acceptance thereof by the Highway Commission the bond can not be held responsible and liable. The notice that you file with the Secretary of State should give the contract Number and job description for identification purposes.

Very truly yours,

HBG:AM

Secretary

October 7, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a letter from the Willamette Hauling Company, 1726 N. Flint Avenue, Portland, advising of their claim against the Consolidated Highway Company Inc., for hauling to Pendleton in connection with the company's contract for construction on the Pendleton-Mytinger Section of the Old Oregon Trail in Umatilla County, State Highway Contract No. 1958. The amount of the claim was not stated.

In accordance with previous agreement and understanding the State Highway Commission will expect the United States Fidelity & Guaranty Company to take care of this account. Your immediate attention to this will be appreciated.

Very truly yours,

HBG:AM

Secretary

cc - Consolidated Highway Co.
519 Henry Bldg.
Portland, Oregon

Office TRinity 3415

Res. { Vern Van Horn, Pres. TRinity [illegible]
M. E. Van Horn, V. Pres. [illegible]

WILLAMETTE HAULING CO.
1726 N. FLINT AVENUE
HEAVY HAULING • CRANE SERVICE • HOISTING • STORAGE
PORTLAND, OREGON

RECEIVED
[illegible] 7 - 1937
OREGON
STATE HIGHWAY COMMISSION

October 6, 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We have a claim against Consolidated Hiway Co. for hauling to Pendleton.

We intend to file a lien against this job and wish that you would send us the necessary papers and advise us how to proceed in doing this.

Thanking you, we remain,

Very truly yours,

WILLAMETTE HAULING COMPANY

By Vern Van Horn EB

VVH:EB

ANSWERED
H. B. G.

38=a

RECEIVED
OCT 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPMH 38-A, Pendleton-Mytinger Section, Old Oregon Trail, ________, was made by a representative of this office on September 27, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jam

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 7 1937
FOR FILING
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RECEIVED
OCT - 1937
OREGON
STATE HIGHWAY COMMISSION

October 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

When the final measurements were completed on the Pendleton-Mytinger section of the Old Oregon Trail, we found that the project authorization had been exceeded by $4800 and I am submitting herewith request for authority for additional expenditure in that amount.

Of this overrun, $3000 was caused by purchase of maintenance materials under price agreement No. 1 from the contractors who were set up at Pendleton. The balance of the overrun was occasioned by the overrun in excavation quantities. This overrun in quantities was entirely due to to a much less swell in the rock excavation than had been estimated in compiling the preliminary estimate. Actual figures as to embankment quantities show that the preliminary plans call for 95,540 cubic yards of embankment, whereas the contractor placed 94,368. The rock swell was estimated at 40% and the swell obtained during actual construction did not exceed 25%. This resulted in an overrun of approximately 11,000 cubic yards of material, representing approximately 15%.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

[illegible] 10 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

RECEIVED
OCT 7 1937
FOR FILING

38-a

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
[illegible] - 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 4, 1937

NOTED
IN REPLY PLEASE REFER TO FILE NO.
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. W. G. Smith, Construction Engineer

Dear Sir:

All work on the Pendleton-Mytinger section of the Old Oregon Trail in Umatilla County was satisfactorily completed by the Consolidated Highway Company, Inc. on August 31, Several contract items showed a variation of more than 10% with the preliminary estimate and the reasons for such variations are as follows:

Trench Excavation was underestimated in the preliminary estimate as the 48 inch culvert pipe at Station 7[illegible] required far more excavation than estimated to properly imbed the pipe.

Excavation was over due to the swell on rock material being much less than was anticipated. Additional borrow was required to take up the deficiency in swell.

Overhaul was under due to the fact that the solid rock not standing up to swell did not haul out as far and materials borrowed were nearer to their point of deposit in the embankment.

In order to eliminate possibility of clogging, the 12 inch pipe was eliminated and 18 inch pipe placed instead. This resulted in an overrun in the 18 inch pipe item.

To cover the completed roadway to compacted depth required resulted in an overrun in selected roadbed topping, which also increased the haul on this item.

There was a material underrun in salvaging surfacing materials as the surfacing materials were found to be so heavily mixed with clay that they were not suitable for salvaging.

The crushed rock shoulder item overran as there were some extra widths on the project and in order to cover the shoulder full width, the estimated quantities were not sufficient.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
SUBJECT: Over and underruns on Pendleton-Mytinger section, Old Oregon Trail
Umatilla County

Page #2
10-4-37

Filler was eliminated as there was sufficient fines in the selected roadbed topping to allow compaction without the addition of filler.

As no filler was used, Sprinkling was also eliminated, there being only 10% of the estimated quantity used.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

RECEIVED
SEP 28 1937
FOR FILING
38-a

September 27, 1937

Union Oil Company of California,
926 W. Sprague Ave.,
Spokane, Washington.

Gentlemen:

In response to your inquiry of September 24th you are advised that the Consolidated Highway [illegible] Inc., Contract No. 1958, Pendleton-Mythinger Section, and the Washington Asphalt Co., Contract No. 1959, Stanfield-Pendleton Section, were both completed on September 11, 1937.

Neither of the above contracts have yet been accepted by the Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

MAIN 3266

926 W. SPRAGUE AVENUE
Spokane, Wash.

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

September 24, 1937

Bureau of Highways
State of Oregon
Salem, Oregon

Gentlemen:

Re: State of Oregon Contract
#1958 and #1959

We are informed the subject contracts have been completed and we would appreciate being informed the date of their acceptance by your office. Thanking you for your early attention to this request, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Fahey

District Credit Supervisor

WSN:VB

#1958 - Uma. Co. - Sept. 11-
#1959 - Uma. Co. - Sept. 11-

RECEIVED
SEP 23 1937
FOR FILING

38-a

September 23, 1937

CONSOLIDATED HIGHWAY COMPANY, INC.
Henry Building
Portland, Oregon

Attention L. H. Davidson

Gentlemen:

This acknowledges receipt of your letter of September 23, enclosing copy of signed release covering the claim filed by Taylor Hardware Company in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail Highway, in Umatilla County, State Highway Contract No. 1958, in the amount of $121.29.

We are notifying the surety of the settlement of this claim and noting the same in our records and files of this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MM.

September 25, 1937

UNITED STATES FIDELITY AND GUARANTY COMPANY
Walter F. Cline, Resident Agent
Board of Trade Building
Portland

Gentlemen:

This is to notify you that we are in receipt of a letter from Consolidated Highway Company, Inc., enclosing copy of release from Taylor Hardware Company of their claim against said contractors in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail Highway, in Umatilla County, in the amount of $121.29.

We have made note of the settlement of this claim in our records and files of State Highway Commission Contract No. 1358.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
SEP 24 1937
OREGON
STATE HIGHWAY COMMISSION

CONSOLIDATED HIGHWAY COMPANY, Inc.
PORTLAND, OREGON

Sept. 23, 1937.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attached, you will find copy of signed release covering the claim filed by Taylor Hardware Co.

Very truly yours,

Consolidated Highway Co., Inc.

By L R Davidson

REFERRED TO
Jgm
BY SECRETARY

acknowledge these as per usual
#185

RELEASE

To the Oregon State Highway Commission, the United States Fidelity and Guaranty Company of Baltimore, Maryland, and Consolidated Highway Co. Inc., a corporation:

KNOW ALL MEN BY THESE PRESENTS, that Taylor Hardware Company, an Oregon corporation, in consideration of the sum of $121.29 to it in hand paid by Consolidated Highway Co. Inc., has released and by these presents does release the said Consolidated Highway Co. Inc. and its surety, United States Fidelity and Guaranty Company of Baltimore, Maryland, from all claims and demands of every kind and nature on account of the claim in the sum of $121.29 heretofore made by the Taylor Hardware Company against Consolidated Highway Co. Inc. and United States Fidelity and Guaranty Company, its surety, and the undersigned does hereby acknowledge full payment of said claim so made and filed with the Oregon State Highway Commission and the Secretary of State for the State of Oregon.

Dated this 10 day of September, 1937.

TAYLOR HARDWARE COMPANY
By H K Brock

In consideration of the payment of the sum of $121.29 to Taylor Hardware Company, we, the undersigned, release our interest in said claim of the Taylor Hardware Company against the Consolidated Highway Co. Inc. and United States Fidelity and Guaranty Company of Baltimore, Maryland, and agree to dismiss insofar as said claim is concerned the action now pending in our names as plaintiffs against the Consolidated Highway Co. Inc., a corporation, and United States Fidelity and Guaranty Company of Baltimore, Maryland. The remaining causes of action set forth in said complaint to remain in full force and effect.

W. H. Perkins
W. H. Perkins

E. L. Perkins
E. L. Perkins

September [illegible], 1937.

Motor Inn Auto Repair,
Pendleton, Oregon.

Gentlemen:

We have just received under date of September 20th, 1937, a claim for [illegible]2.25 filed against our bond under Pendleton-[illegible] [illegible] Old Oregon Trail in Umatilla County.

Inasmuch as this Company has never done any business with you, and have never received any statement on this account, which we believe [illegible] furnished to [illegible] of the Consolidated Highway Company, Inc., we are regarding this claim as in error, [illegible] Highway Company, Inc., [illegible].

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By

Oregon State

September 23, 1937.

Rogers Construction Co.,
Dayton, Washington.

Gentlemen:

We wrote you a few days ago in regard to your account for $101.30.

Inasmuch as your account ran up to the first of the m month, we had planned on paying you at this date as per our letter of a few days ago, but we are unable to pay your account now until you advise us to which Bank that we may send your releases to be signed by you on this account.

We ask that we may hear from you at an early date

Yours very truly,

Consolidated Highway Co., Inc.

By

#1958

RECEIVED
SEP 22 1937
FOR FILING
38-a

September 20, 1937

Motor Inn Auto Repair
107 Lewis Street
Pendleton, Oregon

Attention: J. P. Hanst

Gentlemen:

This acknowledges receipt of your letter of the 13th instant advising us of your claim in the amount of $22.25 against the Consolidated Highway Company, Inc., same being for materials furnished the contractor in connection with its contract with the State Highway Commission for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail.

The State Highway Commission does not pay direct the accounts incurred by the state highway contractors. To protect such accounts the Commission requires the successful bidder on its work to furnish a surety bond for the protection of claims. Such bond was furnished by the Consolidated Highway Company, Inc., in connection with the above mentioned job. It was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. I would suggest that you file notice of your claim with Mr. Cline and if you secure no satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a copy of which is inclosed.

In accordance with our usual practice I am today calling attention of your claim to the Bonding Company and trust you will secure satisfaction in the near future.

Very truly yours,

Secretary

HBG:AM

incl.

September 20, 1937

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This is to notify you that there has been filed in the office of the State Highway Commission a claim of the Motor Inn Auto Repair, Pendleton, Oregon, against the Consolidated Highway Company, Inc., being for materials furnished, as per attached statement, in the amount of $22.25, said claim arising out of Consolidated Highway Company's, Inc., contract for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

This information is given you inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours,

Secretary

HBG:AM

incl.

cc - Consolidated Highway Co., Inc.
519 Henry Building
Portland, Oregon

P. HUNOT PHONE [illegible] J. R. (Bob) RUSSELL

MOTOR INN AUTO REPAIR

Complete Repairing on Automobiles, Trucks, Combine Motors, Tractors and Diesel Equipment

107 Lewis St. ~~[illegible] Garden Street~~
PENDLETON, OREGON

RECEIVED
SEP 20 1937
OREGON
STATE HIGHWAY COMMISSION

Sept 13-37

StateHyway Commission

Gentlemen;

Inclosed pleace find copy of bill contracted by the Consolidated Hyway Co. while working on the Pendleton, Mytinger Cutoff and not paid by them to date. Please give this the consideration due and oblige.

yours very truly

Motor Inn Auto Repair
by J. P. Hunot

ANSWERED
H. B. G.

Pendleton, Oregon Sept [illegible] 1937

M Consolidated Hyway Co

In Account With

Motor Inn Auto Repair

FRED HUNOT, Proprietor

Pontiac Service

107 Lewis Street

July	8	Rebabbitt 1 GMC Con Rod undersize.	3	50
		6 - 5/16 x 1" Cap Screws		20
		12 - 5/16 Loc Washers		05
July	10	Rebabbitt 1 GMC Rod undersize	3.	50
July	28	Rebabbitt 2 GMC Rods undersize.	6.	00
July	30	Rebabbitt 3 GMC Rods undersize	9.	00
			22.	25

---

the construction of the Pendleton-[illegible] [illegible] [illegible] Oregon Trail, in the amount of $66.09.

You are being notified since you are surety on the contractor's bond, and your prompt attention and handling is requested.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]
cc - Consolidated Highway Co., Inc.

#1958

RECEIVED
SEP 16 1937
FOR FILING

38-a

September 15, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from WALT'S WELDING WORKS of an additional claim, being balance of August account, against the Consolidated Highway Company, in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in the amount of $66.09.

You are being notified since you are surety on the contractor's bond, and your prompt attention and handling is requested.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]
cc - Consolidated Highway Co., Inc.

September 15, 1937

WALT'S WELDING WORKS
Walter Hendricks, Proprietor
Pendleton, Oregon

Dear Sirs:

This acknowledges receipt of your letter of September 10 notifying us of additional claim in the amount of $66.09, being balance of August account, against Consolidated Highway Company, in connection with the Pendleton-Mytinger Section contract.

We are passing on to the contractor and surety in the usual manner notice of this claim, and you should also notify them direct, as heretofore.

Very truly yours,

ORECON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

endleton, Oregon Sept [illegible] 1937

M Consolidated Highway Co Etc.
City A.S.F.&G. Co

In Account With

WALT'S WELDING WORKS

Walter Hendricks, Proprietor

Distributor of BENZ SPRINGS **SPRING REPAIRING a Specialty**

P. O. Box 757 **110 Water Street**

TERMS CASH. No Credit Extended Over 30 Days

Aug acct. $66.09

Copy total to file within 30 days.
9-10-37

Lewis

of.

rom

Office.

Please to furnish Storage copy if you desire.

Very Truly Yours,
Walter Hendricks.

P.S. This account was on the Pendleton Arlington section of the State Highway

RECEIVED
SEP 11 1937
OREGON
STATE HIGHWAY COMMISSION

WALT'S WELDING WORKS
WALTER HENDRICKS, PROPRIETOR

WHEN ITS WELDING YOU WANT--YOU WANT WALT

PENDLETON, OREGON

Lewis

Sept. 10th 1937

State Highway Comm.
Salem. Ore.
Gentlemen =

Enclosed. please find ballance of Aug, acct. $ bal 66.91 not filed in your office.

Please to furnish Itemize copy if your desire.

Very Truly Yours.
Walter Hendricks.

P.S. This account was on the Pendleton Arlington section of the State Highway

#1958

RECEIVED
SEP 18 1937
FOR FILING
38-a

September 15, 1937

Rogers Construction Company
General Road Contractors
Pendleton, Oregon

Attention: Eli Neal, Jr.

Gentlemen:

This acknowledges your letter of the 8th instant advising us of your claim in the amount of $101.30 against Consolidated Highway Company, Inc., for services rendered in connection with the contract of that company for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, contract No. 1958.

You ask us to see that this bill is paid before we make final settlement with the contractor. We regret that we can not comply with your request. We offer to you, however, for the protection of your claim the bond given by the Consolidated Highway Company, Inc., to the State of Oregon covering this job. This bond was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland. In the event that you do not secure satisfaction from the contractor I would suggest that you file notice of your claim with Mr. Cline. I would also suggest that you file notice of your claim with the Secretary of State in compliance with the provisions of Chapter 280, Laws of Oregon 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM

INCL.

September 15, 1937

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This is to notify you that there has been filed in the office of the State Highway Commission a claim of Rogers Construction Company against the Consolidated Highway Company, Inc., being for services rendered, as per attached statement, in the amount of $101.30, said claim arising out of the Consolidated Highway Company's, Inc., contract for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, Umatilla County.

This information is given you inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours,

Secretary

HBG:AM

incl.

cc - Consolidated Highway Company, Inc.
519 Henry Building
Portland, Oregon

W. R. Rogers Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Pendleton, Oregon

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

September 8, 1937

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

I am enclosing a bill for work which we done for the Consolidated Highways on the Pendleton-Mytinger Section of the Old Oregon Trail, State of Oregon Contract #1958.

We shall appreciate it very much if you will see that this bill is paid before you make final settlement with them.

Our mailing address is Box 591, Pendleton, Oregon.

Very truly yours,

ROGERS CONSTRUCTION CO.

By Eli Neal Jr.
Bookkeeper

E

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
SEP 16 1937
OREGON
STATE HIGHWAY COMMISSION

September 8, 1937

Following is an itemized statement of the work done by the Rogers Construction Co. for the Consolidated Highways Co. on the Pendleton-Mytinger Section of the Old Oregon Trail, State of Oregon Contract #1958.

Roller	2 days	@	$10.00	$20.00
Motor Grader	2 days	@	15.00	30.00
Water Truck	10½ hours	@	3.00	31.50
Men's Time	22 hours	@	.90	19.80
				$ 101.30

The last item was the time spent by our men running roller and moving it to their job.

Form 333—5M—11-35

38-a

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 11, 1937

Section Pendleton-Mytinger

Highway Old Oregon Trail

Contractor Consolidated Hwy. Co.

Date of contract Mar 25, 1937

Date work started Apr 5, 1937

Amount of contract $58589.40

Kind of work Grad + Surf

Section prefix 30-1120

Contract number 1958

Date of completion Aug 31, 1937

~~Estimated~~ date of completion Sept 11, 1937

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $61000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1320, 2.1 %

Date project was completed Sept. 11, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this project this date.

RECEIVED
SEP 13 1937

NOTED
RAY WEBBER

Signed Dean Swift

Address Pendleton Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.1	1.1		1.1	
Miles partially completed					
Miles completed	1.1	1.1		1.1	
Total estimated quantities	71500	5500	1400		
Estimated quantities moved or placed to date	71500	6290	1550		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	N.R.S. COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	9				3		12
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	[illegible]		
Tuesday	Fair		
Wednesday			
Thursday			
Friday	"		
Saturday			

65 65

RECEIVED
SEP 10 1937
FOR FILING
38-a

September 9, 1937

SIMPSON'S AUTO ELECTRIC SERVICE
Pendleton, Oregon

Attention Ellis F. Simpson

Gentlemen:

This will acknowledge receipt of a release signed by you showing that the Consolidated Highway Company, Inc., has paid you in full the amount of $100.00 due you from them for labor and materials furnished in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, being State Highway Contract No. 1958.

We have noted this settlement in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - U. S. Fidelity & Guaranty Company
Walter F. Cline, Agent
Board of Trade Building, Portland

Consolidated Highway Company, Inc.
Henry Building, Portland

TO: The Oregon State Highway Commission and to
Others Whom It May Concern:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, That Simpson's Auto Electric Service in consideration of the sum of One Hundred Dollars in hand paid by Consolidated Highway Co., Inc., receipt whereof is hereby acknowledged, has released and by these presents does release the said Consolidated Highway Co., Inc., and the United States Fidelity and Guaranty Co. of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and material furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the Pendleton-Mytinger section of the Old Oregon Trail Highway, the said project being known as No. 2114, Contract No. 1958.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

DATED this 31 day of August, 1937.

SIMPSON'S AUTO ELECTRIC SERVICE
By Ellis P. Simpson

Henry Bldg., Portland

RECEIVED
SEP 10 1937
FOR FILING
38-a

September 9, 1937

WALT'S WELDING WORKS
Pendleton, Oregon

Gentlemen:

This is to notify you that we have received copy of a receipt signed by you showing that the Consolidated Highway Company has paid you $200.00 on the account owing you by them, amounting to $637.86, leaving a balance due you on said account of $437.86. This is in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, State Highway Contract 1958, and we have noted the payment in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - U. S. Fidelity & Guaranty Co.,
Walter F. Cline, Agent
Board of Trade Building, Portland

Consolidated Highway Company, Inc.
Henry Bldg., Portland

RECEIVED
SEP 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIPT

RECEIPT is hereby acknowledged of the sum of $200.00 to me in hand paid by the Consolidated Highway Co., Inc., a corporation, on the account owing to me by the said Consolidated Highway Co., Inc., in the sum of $637.85, there being a balance owing to me on said account of $437.85 after the application of the foregoing payment.

DATED August 31th, 1937.

WALT'S WELDING WORKS

By Walter Hendricks

RECEIVED
AUG 23 1937
FOR FILING
38-2

August 21, 1937

Dr. Glenn G. Gordon
Alexander Building
Baker, Oregon

Dear Dr. Gordon:

This acknowledges receipt of your letter of the 19th instant requesting reimbursement for expense incurred by reason of the replacement of a battery which you state was ruined when you drove your car through the construction work on the Old Oregon Trail just east of Pendleton.

The highway work to which you refer is being performed by the Consolidated Highway Company, Inc., under contract with the State Highway Commission.

The Highway Commission does not assume responsibility for accidents that occur on the job so we suggest that you file your claim with the contractor whose address is 519 Henry Building, Portland.

It might be well also to file the claim with the surety on the bond furnished in connection with the contract which bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. The bond was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is resident agent with offices in the Board of Trade Building, Portland.

Very truly yours,

Secretary

HBG:AM

GLENN G. GORDON, M. D.
ALEXANDER BUILDING
BAKER OREGON

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

August 19, 1937

REFERRED TO
Glaisyer
by State Highway Engineer

Advise them to file claim with contractor.

State Highway Commission
Salem, Oregon

Dear Sirs:

While traveling to Portland by the way of Pendleton on the night of July 30th, I came upon construction werk this side of Pendleton. While following the line of traffic a rock or some blunt object struck my battery, bursted it and one of the workmen towed me out of the cut and down the hill toward Pendleton until I could run on my generator. This happened about midnight, necessitating me staying all night in Pendleton and having to buy a new battery.

ANSWERED
H. B. G.

38

(Both in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, State Highway Commission Contract No. 1958)

Ed G. Riesland $ 10.80 - 1929

(for labor and welding on a radiator tank and core from a gas shovel on a job four miles out of Wallowa, presumably State Highway Contract No. 1929 for the grading, surfacing and oiling of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Contract No. 1929).

40-D

This notice is being sent you as surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

GLENN G. GORDON, M. D.
ALEXANDER BUILDING
BAKER, OREGON

There was a party of four, my hotel bill was $4.50 and with a tradein allowance of $1.00 on my old battery I was able to purchase a new battery for $9.00.

This is no fault of my own and I should be reimbursed for the above amounts.

Will you please let me hear from you.

Yours truly,

G G Gordon
G.G.Gordon M.D.

GGG:CPM

[illegible]'s Auto Electric Service 100.00 38-a
(Both in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, State Highway Commission Contract No. 1958)

Ed O. Riesland $ 10.50 - 1929
(for labor and welding on a radiater tank and core from a gas shovel on a job four miles out of Wallowa, presumably State Highway Contract No. 1929 for the grading, surfacing and oiling of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Contract No. 1929). 40-a

This notice is being sent you as surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

RECEIVED
AUG 14 1937
FOR FILING
38-a

Cross Referenced To
40-8

August 13, 1937

UNITED STATES FIDELITY & GUARANTY COMPANY
Walter F. Cline, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies each of notices of claim against the Consolidated Highway Company by the following claimants in the amounts set opposite their names:

Walt's Welding Works $637.86
Simpson's Auto Electric Service 100.00

(Both in connection with the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, State Highway Commission Contract No. 1958) 38-a

Ed C. Riesland $ 10.80 - 1929

(for labor and welding on a radiator tank and core from a gas shovel on a job four miles out of Wallowa, presumably State Highway Contract No. 1929 for the grading, surfacing and oiling of the Rock Creek-Wallowa Section of the Wallowa Lake Highway, in Wallowa County, State Highway Contract No. 1929). 40-8

This notice is being sent you as surety on the bond furnished by the contractor, to whom also a copy is being sent.

Very truly yours,

Secretary

MML

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

RECEIVED
AUG 14 1937
FOR FILING
38-a

#1958

August 13, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of August 10 enclosing three copies each of notices of claim by Walt's Welding Works for $637.85 and Simpson's Auto Electric Service for $100 against the Consolidated Highway Company, Inc., for work on the Pendleton-Mytinger Section of the Old Oregon Trail Highway, in Umatilla County, State Highway Contract No. 1958.

Copies of this notice are being forwarded today to the contractor and his surety.

Very truly yours,

Secretary

[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 11 1937
OREGON
STATE HIGHWAY COMMISSION

August 10, 1937

Oregon State Highway Commission
StateOffice Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Claisyer, Secretary

There are enclosed three copies each of notices of claim by Walt's Welding Works for $637.85 and Simpson's Auto Electric Service for $100.00 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail Highway, contract No. 1958, which were received from Raley, Kilkenny & Raley, Attorneys, Pendleton, Oregon, and filed in this office on August 6th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:M
enc. 6

To: Earl Snell
Secretary of State
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, Ellis P. Simpson, doing business under the assumed business name of Simpson's Auto Electric Service, have a claim for labor, material, supplied and services rendered in the sum of $100.00 against the bond taken from the Consolidated Highway Company, Inc., a corporation, and United States Fidelity and Guaranty Company of Baltimore, Maryland, a corporation, for the work of making cuts, fills, altering, widening and straightening the Old Oregon Trail Highway, east of Pendleton, Oregon, commonly known as the Pendleton-Mytinger Section of said highway being project No. 2114, contract No. 1958.

DATED this 4th day of August, A.D. 1937.

SIMPSON'S AUTO ELECTRIC SERVICE

By Ellis P. Simpson

RECEIVED
AUG 13 1937
FOR FILING

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPMH 38-A
Pendleton-Mytinger section
Old Oregon Trail

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Fox

RECEIVED
AUG 13 1937
FOR FILING

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13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon WPMH 38-A
Pendleton-Mytinger section
Old Oregon Trail

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Fcon

Form P. R. 2

State Oregon

U. S. Works Program Highway

Project No. WPH 38-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1935

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this eighteenth day of June, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.)

Whereas the Highway Department of said State submitted on the 21st day of December, 1935, a revised project statement, which was approved by the Secretary on the 8th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of the said project which were recommended for approval by the United States District Engineer on the 10th day of March, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-four thousand, eight hundred fifty-two and 00/100 dollars ($64,852.00) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under act approved April 8, 1935 (Include date and citation of (Public Res. No. 11, 74th Cong.) act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey Station 71+00 at the east end of WPMH 38-D, in the NE 1/4, Sec. 12, T. 2 N., R. 32 E., and survey Station 126+00, in the NW 1/4, Sec. 7, T. 2 N., R. 33 E., W.M.

, length 1.04 miles, in Umatilla County, being Section A of Oregon project No. WPMH 38, consisting of 1.04 miles of roadway and no bridges/~~spans~~ of more than 20 feet clear span.

[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-four thousand, eight hundred fifty-two and 00/100 dollars ($64,852.00), certified to the Secretary of the Treasury as above mentioned, which is ~~[illegible]~~

~~[illegible]~~), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of July, 1937.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. McLeary
Acting Chief, Bureau of Public Roads.

8—5818

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Works Program Highway Project No. WPMH 38-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $64,852.00 as the total estimated cost of said project, and the sum of $64,852.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 27th day of July one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

RECEIVED
AUG 7 - 193

FORM 5-M-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
R. L. VON VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG - 4 1937

FOR FILING

38-a

August 1, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. S Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 on the Pendleton-Mytinger section covering the stockpiling of 2,000 cubic yards of crushed rock for maintenance of oiled roads in the vicinity of Pendleton.

We had a purchase order for the purchase of 1,500 cubic yards from a commercial plant in Pendleton, but the plant did not have adequate equipment to furnish satisfactory rock, so the purchase order was cancelled after some 200 cubic yards had been produced.

This price agreement is intended to cover the rock that was not purchased on the purchase order and to afford some surplus for miscellaneous maintenance work.

Additional project authorization will not be required.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
J. H. Bishop

RECEIVED
AUG 3 - 1937

#1958

RECEIVED
JUL 29 1937
FOR FILING
3K-R

July 27, 1937

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of July 26, enclosing three notices each of claims against Consolidated Highway Company, Inc., for work on the Pendleton-Mytinger Section of the Old Oregon Trail, by the following, in the amounts set opposite their names:

E. L. and W. H. Perkins	$632.64
F. G. Simmons	283.31
Taylor Hardware Company	121.29
Oregon Lumber Yard	173.23

We are sending copies of these notices to the contractor and to the surety on his bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

July 27, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building,
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three notices each of claims against Consolidated Highway Company, Inc., for work on the Pendleton-Mytinger Section of the Old Oregon Trail, by the following, in the amounts set opposite their names:

E. L. and E.H. Perkins	$652.64
F. G. Simmons	283.31
Taylor Hardware Company	121.23
Oregon Lumber Yard	175.25

Copy of each of these notices is handed you herewith since you are surety on the bond furnished by the contractor, to whom also copies of these notices are being sent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MM.

cc - Consolidated Highway Company, Inc.
Henry Building, Portland

McCallister & Campbell
800 Central Building
Seattle, Wn.

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 27 1937
OREGON
STATE HIGHWAY COMMISSION

July 26, 1937

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies each of notices of claim against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Pendleton-Mytinger Section of the Old Oregon Trail Highway executed by the following:

E. L. & W. H. Perkins	$632.64
F. G. Simmons	283.31
Taylor Hardware Company	121.29
Oregon Lumber Yard	173.23

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 12

COPY

To: THE STATE OF OREGON AND to
Earl Snell, Secretary of State and
the State Highway Commission of Oregon

NOTICE HEREBY is given that the undersigned, F. G. Simmons, has a claim for truck hire of a truck performing labor and work in the prosecution of work and contract hereinafter described, in the sum of $283.31, against the bond taken from Consolidated Highway Company, incorporated, a corporation and UNITED STATES FIDELITY AND GUARANTY COMPANY of Baltimore Maryland sureties upon such bond, for the work of making cuts and fills, and altering, widening and straightening the Old Oregon Trail Highway, east of Pendleton, Oregon, and commonly known as the Pendleton-Mytinger section of said highway.

F. G. SIMMONS

Endorsed: File No. 2676
Filed July 26, 1937
EARL SNELL
Secretary of State

COPY

To: The State of Oregon and To
Earl Snell, Secretary of State
and the State Highwa y Commission of Oregon

NOTICE HEREBY IS GIVEN that the undersigned, W. H. and E. L. Perkins have a claim for labor, material, supplies, and services rendered in the sum of $632.64 against the bond from Consolidated Highway Co. Inc and UNITED STATES FIDELITY AND GUARANTY COMPANY of Baltimore Maryland, for the work of making cuts, fills, altering, widening and straightening the Old Oregon Trail Highway, east of Pendleton, Oregon, commonly known as the Pendleton-Mytinger section of said highway being project No. 2114, contract No. 1958.

Dated this 14th day of July A. D. 1937.

By E. L. PERKINS

By W. H. PERKINS

Endorsed: File No. 2677
Filed July 26, 1937
EARL SNELL,
Secretary of State

COPY

To: The State of Oregon and
To Earl Snell, Secretary of State and
The State Highway Commission of Oregon

NOTICE HEREBY IS GIVEN that the undersigned OREGON LUMBER YARD a copporation, has a claim for materials and supplies and merchandise furnished and services rendered in the sum of $173.23 against the bond taken from Consolidated Highway Co., Inc., a corporation and UNITED STATES FIDELITY AND GUARANTY COMPANY of Baltimore Maryland, for the work of constructing, altering, widening and straightening that part of the Old Oregon Trail Highway east of Pendleton, Oregon, and commonly known as the Pendleton-Mytinger section of said highway, being project No. 2114, contract No. 1958.

Dated this 14th day of July A. D. 1937.

OREGON LUMBER YARD, a corporation

By L. C. Livermore

By______ ____________

Endorsed: File No. 2674
Filed July 26, 1937
EARL SNELL
Secretary of State

COPY

TO: The State Of Oregon and To Earl Snell,
Secretary of State and The State Highway
Commission of Oregon

Notice hereby is given that the undersigned TAYLOR HARDWARE COMPANY, has a claim for material and supplies and merchandise furnished and services rendered in the sum of $121.29, against the bond taken from Consolidated Highway Co. Inc. a corporation and UNITED STATES FIDELITY AND GUARANTY COMPANY of Baltimore Maryland, for the work of constructing, altering, widening and staightening that part of the Old Oregon Trail Highway east of Pendleton, Oregon, and commonly known as the Pendleton-Mytinger section of said highway, being project No 2114, contract No. 1958.

Dated this 14th day of July A. D. 1937.

TAYLOR HARDWARE COMPANY

By M. K. Breck

Endorsed: File No. 2675
Filed July 26, 1937
EARL SNELL
Secretary of State

#1958

RECEIVED
JUL 29 1937
FOR FILING
38-a

July 26, 1937

Mr. C. C. Proebstel,
Attorney at Law
Pendleton, Oregon

Dear Sir:

This acknowledges your letter of July 23 advising us of the amounts of several claims that you have for collection against the Consolidated Highway Company, Inc. It is noted that you wish to know whether or not the Highway Commission will pay your clients direct. My answer is "no," unless the Courts shall direct the State Highway Commission to do this and will state the various amounts to be paid to the several claimants.

In connection with the Pendleton-Mytinger contract awarded to the Consolidated Highway Company, Inc., the contractor was required to furnish a surety bond for the protection of claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the resident agent with offices in the Board of Trade Building, Portland. The contractor has made new arrangements for the payment of claims preferred against his jobs and I believe that the claims of the parties that you represent will be paid if you will submit them to Mr. Cline, the agent for the bonding company. If you secure no satisfaction by so doing, then I believe it will be necessary for you to resort to the Courts for satisfaction.

Yours very truly,

HBG:MC

Secretary

C. C. PROEBSTEL
ATTORNEY AT LAW
PENDLETON, OREGON

RECEIVED
JUL 26 1937
OREGON
STATE HIGHWAY COMMISSION

JULY 23rd 1937

State Highway Commission
Salem, Oregon

Re:Consolidated Highway Co Inc.,

Gentlemen:-

Replying to your letter of the 20th, please be advised that the amount of the claims that I have and the claimants are as follows:

F.G.Simmons	$283.31
Taylor Hardware Company	121.29
Oregon Lumber Yard	173.23
Perkins Brothers Inc	632.64

I am also representing Mr Eino Pekkola who had a claim against this outfit in the sum of $1753.12. I have been informed that he has been paid something on this claim, about $300.00, sufficient to get his truck out from under attachment and that Pekkola has now gone back to work for the company. I am unable at this time to get in touch with him to ascertain just the situation of his claim at this writing.

With respect th the other claimants there is no change in their claims, and at this time all demands for payment have been refused and ignored.

Under the terms of the contract, the State Highway Commission may pay these claims and charge the same against funds due said contractors by reason of and under the contract.

Please advise whether or not the Highway Commission will make payments to my clients under the provisions of the contract above set forth, otherwise, we have no recourse except to institute suit.

Thanking you for your attention, I am

Very truly yours

C C Proebstel

CCP/L

ANSWERED
H.B.G.

FORM [illegible] 3M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 26 1937
FOR FILING
38-C

RECEIVED
JUL 26 1937
[illegible]
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

July 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter addressed to F. H. Mytinger relative to his request that approaches be constructed to his tourist camp two miles east of Pendleton.

Please be advised that temporary approaches have been constructed by the contractor in a manner satisfactory to Mr. Mytinger, whom I personally contacted.

Very truly yours

WCWilliams

Division Engineer

WCW V

RECEIVED
JUL 30 1937
FOR FILING
38-a

NOTED
State Highway Engineer

July 21st, 1937

Cost Analysis to July 17th, 1937
Old Oregon Trail, Pendleton-Mytinger, Grade, Surface
and Oil

Contract 1958, Prefix 50-1120

Consolidated Hwy. Co., Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$178.20	198 cu. yd.	0.90	1.78	$552.44
Common "	200.00	800 cu. yd.	0.25	0.54½	456.00
Solid "	30,711.07	51,000 cu. yd.	0.60	0.54½	27,795.00
Overhaul	2,751.81	95,000 yd. sta.	0.03	0.01	950.00
Truck Haul	5,600.00	14,000 yd. mi.	0.40	0.16	2,240.00
18" Concrete Pipe	345.15	177 lin. ft.	1.95	2.28	403.56
24" " "	57.75	21 lin. ft.	2.75	3.12	65.52
48" " "	1,312.00	160 lin. ft.	8.20	9.73	1,556.80
	$41,155.98				$33,799.52

Total Cost	$41,155.98
Gross Revenue	33,799.52
Net Loss	$7,356.66

Net Loss Equals 21.8% of Gross Revenue

DETAIL OF COST

Labor:			
Supervision		$1,625.00	
Labor		11,960.06	
State Industrial Accident Insurance		679.25	
State Unemployment & Social Security		407.47	
			$14,671.78
Materials:			
18" Concrete Pipe	177 lin. ft. at 1.60	283.20	
24" Concrete Pipe	21 lin. ft. at 2.30	48.30	
48" Concrete Pipe	160 lin. ft. at 7.30	1,168.00	
			1,499.50
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental (Hired Trucks Included)		12,217.00	
Gas, Oil & Grease		4,006.86	
Explosives		3,280.00	
Drilling Supplies		579.65	
Small Tools, Repairs & Misc. (50%)		2,718.58	
Move In and Out		500.00	
General Expense		668.84	
Bond 1% of Gross Revenue		337.99	
Home Office 2% of Gross Revenue		675.98	
			24,984.70
			$ 41,155.98

REMARKS:

This job was let on March 25, 1937, and work was started April 5th. Up to June 12th, about 58% of the contract had been completed.

The job primarily consisted of the excavation of 71,500 cubic yards in two cuts which parallel and lie adjacent to the present roadway. In order not to interfere too much with traffic and not inflict damage to the telephone and telegraph wires and railroad tracks, great care had to be exercised in the shooting of the solid material. The contractor, however, was fortunate in having an excellent powderman on the job who has done very good work. A new 1½ cu. yd. Koehring shovel was moved on the job on May 14th, and to date has averaged only about 50 cu. yd. per hour. This low output is mainly due to the heavy auto traffic and also due to the trucks waiting in the traffic line. The excavation work ought to be completed in about 3 weeks.

The contractor has been having financial difficulties since Mr. Latourette died. Part of the bills have been deferred or paid with script during the last two months. I understand that the Latourette estate is now furnishing additional funds to finance the jobs now under construction and that the use of script has been discontinued.

Two employees said that they had cashed their script at par and also that the insurance racket had been discontinued.

This contract was bid too low and now shows a large loss. The supervision has been fairly good; the blasting work has been excellent, but the traffic situation is a big obstacle to efficient operation.

The contractor will probably suffer a loss of about $10,000 on this job.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUL 23 1937
FOR FILING

38-a

July 20, 1937

Mr. C. C. Proebstel,
Attorney at Law
Pendleton, Oregon

Dear Sir:

This acknowledges carbon copy of your letter of July 15, directed to Consolidated Highway, Inc., regarding some claims that you have for collection against this company which is constructing the Pendleton-Mytinger Section of the Old Oregon Trail just east of Pendleton.

In order to complete the Highway Commission's records and files will you kindly advise the amounts of the individual claims?

Yours very truly,

HBG:MC

Secretary

COPY

C. C. PROEBSTEL
ATTORNEY AT LAW
PENDLETON, OREGON

This is a copy of our letter in a matter in which you are interested which is being sent you for your information.

RECEIVED
JUL 16 1937
STATE HIGHWAY COMMISSION

July 15th 1937

Consolidated Highways Inc
Pendleton, Oregon

Gentlemen:-

On June 23rd I wrote you advising that I was representing a claimant who had a claim against you for services in the prosecution of the work of altering the Pendleton-Mytinger Section of the Old Oregon Trail Highway. Since that time I have not heard from you, which indicated on your part indifference towards your creditors.

Not hearing from you, I wrote the State Highway Commission relative to the matter, and secured from them a copy of your contract and bond, and have written to the bonding company advising them relativeto your indifference towards your creditors.

Since then I represent the following creditors, each of whom has endeavored to make settlement with you on his claim,

Oregon Lumber Yard, Taylor Hardware Company, F.G.Simmons, Perkins Brothers and Eino Pekkola.

Unless these claims are promptly paid and attention is given them you you immediately, I intend to take such appropriate proceedings, and take whatever legal steps are necessary to tie up and attach your assets, and otherwise secure payment of the above claims.

I am sending a copy of this letter to the bonding company and the State Highway Commission of Oregon.

Very truly yours

C C Proebstel

CCP/L

ACKNOWLEDGED
H. B. GLAISYER

FORM 5-A-1 3M 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUL 19 1937

38-a

July 17th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Attached please find copy of a letter from S. Murray with further reference to the blasting on the Mytinger Line Change.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

RGS:AR

cc to: R. H. Baldock

NOTED
O. B. McCullough

RECEIVED
JUL 14 1937
FOR FILING
38-a

July 13, 1937

PANTHER OIL AND GREASE MANUFACTURING COMPANY
Fort Worth, Texas

Attention R. H. Hyatt, Credit Manager

Dear Sirs:

Reference is made to your letter of July 8, concerning the contract of the Consolidated Highway Company, Inc., in the vicinity of Pendleton, Oregon.

You are advised that this is our contract No. 1958, Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County, for 1.1 miles grading, surfacing and bituminous macadam. This contract was awarded on March 25, 1937, and the date of completion is August 31, 1937.

The bond furnished in connection with the contract was written by the United States Fidelity and Guaranty Company, for whom Walter F. Cline, whose office is in the Board of Trade Building, Portland, is resident agent.

Very truly yours,

Secretary

JM:MHL

#1958

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

PANTHER OIL & GREASE MFG. CO.

PANTHER - *The* GREASE *in the* SILVER DRUM
PANTHER - BATTLESHIP *Liquid Asbestos Roof Coating*

FORT WORTH, TEXAS

July 8, 1937.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re: Consolidated Highway Company, Inc.,
Pendleton, Oregon.

Recently, one of our salesman sold the Consolidated Highway Company, Inc., some Oil & Grease, to be used on State Project No. W.P.M.H.-38A #44.

Will you please advise us the approximate date this Project should be completed, and whether or not Consolidated Highway Company, Inc., is the principal or sub-contractor, and the name and address of the surety company handling their bond.

We will certainly appreciate any information you can give us.

Here is an envelope for your convenience. Thanks.

Yours very truly,

R. H. Wyatt
Credit Manager.

RHW:B-DE

RECEIVED
JUL 13 1937
FOR FILING

38-a

July 12, 1937

Mr. F. E. Mytinger
Box 251
Pendleton, Oregon

Dear sir:

I refer your communication of July 7 to our division engineer, Mr. W. C. Williams with the request that he investigate the matter, talk it over with you, and refer his recommendation to this office.

Very truly yours,

State Highway Engineer

[illegible]

cc—W. C. Williams

Pendleton Ore July 7th 1937

Mr R.S. Baldock
State Hy Engr
Salem, Ore.

RECEIVED
1937
STATE HIGHWAY COMMISSION

Dear Sir:

I am writing you in view of securing some relief in entering and leaving my place of business (2) miles east of Pendleton which Highway is now under construction it is built up about 6 feet higher than it was in front of my place and I have no approach from the west and very poor one from the east making it necessary when coming from the west to go past my place and turn back sharp in order to get into the place & in driving out it is very difficult to make the turn to go west. I really consider this a hazardous condition. Wish you would kindly look into the proposition and if possible make me approach both ways that is safe I am not placing responsibility for this piece of work on the Highway Engrs as I think it is the construction Co.

Yours Truly (10)
F. H. Mytinger
Box 251

---

nce Racket

requested that I return the
acket as practiced by the Con-
ge of mind, he informed me Mr.
the Consolidated Highway Co.
not work if he did not retract
at on this date a contractor
nerally all over the state would
the Consolidated Highway Company
actor was.

ay Webber

RECEIVED
JUL [illegible] 1937
[illegible]ING

Consolidated Highway Co. Insurance Racket

On July 9th, 1937, Mr. A. E. Hutchinson requested that I return the affidavit which he made concerning the insurance racket as practiced by the Consolidated Highway Co. As the reason for this change of mind, he informed me Mr. Clymer of the Highway Department and myself, that the Consolidated Highway Co. had offered him a job, and he was afraid he could not work if he did not retract his statements on this matter. He also told us that on this date a contractor called on him and told him that the contractors generally all over the state would not give him employment if he took action against the Consolidated Highway Company in this matter. He did not tell us who this contractor was.

38-a

Ray Webber

#1958

RECEIVED
JUL 20 1937
FOR FILING

38-a

STATE OF OREGON,)
) **ss.**
COUNTY OF Marion,)

I, A. E. Hutchison, **being first duly sworn, depose and say:**

John Logan personally contacted me in regard to the matter of the insurance policy which I was compelled to purchase through the Consolidated Highway Co., that Mr. Wayne E. Hibbard signed this policy with me, but Mr. Logan first talked to me about same and requested me to purchase same.

A. E. Hutchison

Subscribed and sworn to before me this 9th **day of** July, **193~~6~~.7.**

Ray Webber
Notary Public for Oregon

My commission expires: 3-29-40

COPY

#1958

RECEIVED
JUL 1937

38-a

RECEIVED
- 1937
STATE

July 6th, 1937.

Mr. Walter F. Cline,
615 Board of Trade Building,
Portland, Oregon.

Dear Sir:

In reference to claim filed July 1st by F. G. Simmons on contract No. 1958, will say that this man was discharged from our employment and his wages were paid in full however we have held his Truck Rental to July 15th to ascertain whether there is additional bills against his account.

This will be taken care of at an early date as per my date stated above.

Yours very truly,

CONSOLIDATED HIGHWAY COMPANY, INC.

By

cc Ore.State Hwy Comm.

JL:AL

#1958

Perkins'
One Stop Super
Service

Firestone Tires and
Batteries

Body, Fender and Paint
Shop

Lincoln Zephyr V-12

Perkins Bros., Inc.

Sales Ford Service

Phone 526 -:- Box 779
PENDLETON, OREGON

W. H. PERKINS
E. L. PERKINS

38-a

July 2nd. 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:-

We submit herewith an itemized account of the Consolidated Highway Co., in the amount of $810.81.

These items are all acknowledged and in addition we have assignmments from the individuals listed who purchased from us on company requisitions and authorized that these amounts be withheld from money due them from the Consolidate Highway company for work and Truck hire.

To date we have beenunable to make any headway in collecting from this concern. It is our understanding that thru these individual assignments we are in position to force collection from the Bonding Company.

Any cooperation or help that your department can render in liquidating the above account will be most appreciated.

Very truly yours
Perkins Bros., Inc.
E. L. Perkins

YPW

NOTED
RAY WEBBER

#1958

STATEMENT

Dennis Motor Company

Sales Ford Service

PENDLETON, OREGON

Consolidated Highway
City

TERMS: NET CASH. Interest at eight per cent, after thirty days.

Detach and Return Upper Portion with Your Remittance—Cancelled Check is Your Receipt.

PROOF	DATE	MEMO	FOLIO	CHARGES	CREDITS	DATE	BALANCE
	BALANCE BROUGHT FORWARD						
5-5-37	8133-	Shop		13.25		By Supt J.J.D "	
5-11-37	8189-	Shop		5.00			
5-19-37	24768-	Tire		5.50		A. Morris "	
5-22-37	27232-	Tire		114.22		"	
5-27-37	26904-	Tire		103.72			
5-28-37	26944-	Tire		10.64		Req. 134	
6-2-37	26944	Credit Memo			6.17		
6-2-37	8468	Shop		5.22		Supt JJD	
6-2-37	4325	Parts		10.41		S.E. Tuson "	
6-2-37	4360	Parts		.38			
6-2	26890	Oil		5.40		Simmons	
6-2	8644	Shop		9.15		Simmons	
6-7	30086	Parts		18.95		A. Morris	
6-7	29985	Tire		186.26		Pekkola	
6-7	431448	Oil		1.00		JDD	
6-11	4618	Part		.23			
6-15		Long Distance		2.65		A. Morris	
6-1		Pekkola Note On Truck		325.00			
				816.98	6.17		810.81

NOTED
RAY WEBBER

LAST AMOUNT SHOWN IN THIS COLUMN IS AMOUNT YOU OWE.

#1950

741 Main Street

Telephone 87

THE TAYLOR HARDWARE COMPANY
INCORPORATED

PENDLETON, OREGON

38-a

July 2, 1937

Oregon State Highway Commission
Salem, Oregon

RE: Consolidated Highway Company, Inc.

Gentlemen:

Inclosed find statements of our account with the Consolidated Hiway Co., one for May purchases which totals $56.15, and for the June account of $65.14. Or a total of $121.29, their purchases to date which we have unable to collect.

We have written the Consolidated Hiway Co. regarding this account and did not receive the courtesy of an answer to our letter. We have taken the matter up with the foreman on the job and he has informed us payment will be made through the Portland office, and that he is unable to help us collect this account.

For your information we have requisitions signed by either the foreman or the bookkeeper covering all the above purchases. We are writing this to you asking your advise as to what action we should take to collect this account. On June 23rd we notified the Consolidated Hiway Co. we would be unable to extend further credit and since that time their purchases have been for cash only.

We are today turning the above account to Mr. C.C. Proebstel, Attorney, for collection. He has a number of local accounts and is today writing Consolidated Hiway Co. trying to make a settlement with them.

Thanking you for whatever assistance you may give us in collecting this account and advising the proper action we should take, we are

Very truly yours,

THE TAYLOR HARDWARE CO.
HRBrock.
H. R. Brock, Sec. Treas.

HRB/am

NOTED
RAY WEBBER

#1958

The Taylor Hardware Company

INCORPORATED

PENDLETON, OREGON, 1937

M Consolidated Hiway Co
519 Henry Bldg
Portland, Ore

Interest at 8 per cent after 60 days

741 MAIN STREET

		To Balance, Statement Rendered		
May	4	May account	1	54
	8			51
	11			39
	12		1	10
	14			45
	✓		2	12
	15			20
	18		5	40
	19		9	15
	✓		15	90
	✓		1	55
	20		1	00
	21		2	77
	24			50
	25		7	40
	26		3	70
	27		1	90
	28		4	14
	29		2	68
			62	40
		Less 10%	6	25
		Bal	56	15

NOTED
RAY WEBBER

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Highway Co, has placed
sum of $283.31, which
ruck on this job.

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sum of $810.81,
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NOTED
RAY WEBBER

#1958

The Taylor Hardware Company

INCORPORATED

PENDLETON, OREGON, July 1 1937

M Consolidated Hiway Co.
519 Henry Bldg
Portland, Ore.

Interest at 8 per cent after 60 days

741 MAIN STREET

		To Balance, Statement Rendered		
1937				
June	1	June Account	10 13	
	2		3 40	
	3		2 35	
	4		3 96	
	5		4 26	
	7		5 05	
	8		2 95	
	9		1 80	
	10		6 27	
	v			2 00
	11		7 04	
	14		05	
	15		3 03	
	16		11	
	17		4 81	
	18		11 05	
	19		2 83	
	21		3 80	
	22		75	
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NOTED
RAY WEBBER

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NOTED
RAY WEBBER

#1958

The Taylor Hardware Company
INCORPORATED

PENDLETON, OREGON, 193

M Consolidated Hiway Co
517 Henry Bldg
Portland, Ore

Interest at 8 per cent after 60 days | 741 MAIN STREET

		To Balance, Statement Rendered	71 64
		June account	
June	23		45
			72 09
		Less disc	6 95
		Bal	65 14
		May acct less disc	56 15
		June " "	65 14
		Total	121 29

NOTED
RAY WEBBER

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Highway Co, has placed
sum of $283.31, which
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NOTED
RAY WEBBER

#1958

FILE
38-C

C. C. PROEBSTEL
ATTORNEY AT LAW
PENDLETON, OREGON

July 2nd 1937

State Highway Commission
Salem, Oregon

Gentlemen:-

As attorney for F.G.Simmons, a laborer and truck owner who has been employed by the Consolidated Highway Co, has placed in my hands for collection a calim in the sum of $283.31, which he claims due him for truck hire of his truck on this job.

He was fired on June 10th, and shortly thereafter I wrote the Consolidated Highway Co, a letter demanding payment of this sum, but they have ignored this demand, and so far as I am able to learn they refuse payment, although make no denial of owing the money.

I am also representing Perkins Brothers Inc, who have a claim against this same company, in the sum of $810.81, which is also unpaid. I am informed that the men who are running trucks on the job, are being paid their wages, but the truck hire is not being paid, and they are not paying their accounts otherwise.

Very truly yours

C C Proebstel

NOTED
RAY WEBBER

#1958

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JUL 3 1937
FOR FILING

38-a

July 1, 1937

Mr. C. C. Proebstel
Attorney at Law
Pendleton, Oregon

DDear Sir:

Receipt is acknowledged of your letter of June 28, enclosing an affidavit of claim of F. G. Simmons, in the amount of $288.81, against Consolidated Highway Company, Inc., in connection with their contract No. 1958 for construction on the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

In accordance with your request, we are sending you under seperate cover a certified copy of this contract and bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

July 1, 1937

U. S. FIDELITY & GUARANTY COMPANY
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Dear Sirs:

Please find enclosed herewith copy of affidavit of claim of F. G. Simmons, for labor, in the sum of $268.51, against Consolidated Highway Company, Inc., in connection with their contract, No. 1958, for construction on the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

This notice of claim is being forwarded to you as you appear as surety on the bond in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

cc - Consolidated Highway Company & Theo. Arens
Henry Building, Portland.

#1958

RECEIVED
JUN 29 1937
OREGON
STATE HIGHWAY COMMISSION

C. C. PROEBSTEL
ATTORNEY AT LAW
PENDLETON, OREGON

June 28th 1937

R.H.Baldoch
State Highway Engineer
State Highway Commission

Salem, Oregon

Dear Sir:-

Enclosed please find request and affidavit of F.G. Simmons, a laborer who has been working on the Pendleton-Mytinger section of the Old Oregon Trail Highway near Pendleton.

This man was employed by the Consolidated Construction Company, who have a contract for said improvements, and who fired Simmons, on June 10th, and who have not at this time paid him for the truck hire.

I have written them a letter advising that proceedings were being contemplated, and that Simmons was demanding payment, and Simmons has gone to them and demanded payment, but they have refused payment, and have failed to pay this account, although they have not denied liability or responsibility for the same.

Unless this matter can be settled, and payment made immediately, it is my intention to commence action against the contractor and his bondsmen to recover the truck hire.

Will you please send to me the copy of the bond and contract.

Very truly yours

C C Proebstel

State of Oregon,
ss.
Umatilla County,

State Highway Commission, Salem, Oregon and/or
R.H.Baldoch, State Highway Engineer

I, F.G.Simmons, being first duly sworn on oath say; that I supplied the Consolidated Highway Co., inc, a corporation, who are altering, streightning and widening what is commonly known as the Pendleton-Mytinger section of the Old Oregon Trail Highway, east of Pendleton, Oregon with a truck, which truck performed work and labor in the prosecution of said work, and that there is now due me from the said Consolidated Highway Co, for said truck hire the sum of $283.31, no part of which has been paid.

I hereby make application for a certified copy of the contract and bond of said Consolidated Highway Co, as provided by Chapter 280 Laws 1931, in order that I may comply with the law in respect to the collection of my said claim.

F.G.Simmons

Subscribed and sworn to before me this 28th day of June A.D. 1937.

Notary Public for Oregon
My Commission Expires Mar 4th 1941

For-- MR. R. H. BALDOCK
(Enclosure he[illegible]th.)
U.S.B.P.R. PORTLAND, ORE.
June 18, 1937

RECEIVED
JUN 22 1937
[illegible] FILING

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon [illegible],
Pendleton-[illegible] Section -
Old Oregon Trail

June 17, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

An approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications, is being forwarded under separate cover.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Encls.

June 30,1937

FOR FILE

38-a

Cost Analysis to June 12, 1937

Old Oregon Trail Highway Pendleton-Mytinger Section - Contrast 1958

Prefix 30-1120

Consolidated Highway Inc. Contractors
Dean Swift - Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$178.20	197 C.Y.	$.90	$1.78	$ 352.44
Common Exc.	125.00	500 C.Y.	.25	.54½	272.50
Solid Rock	15,113.35	23,000 C.Y.	.66	.54½	12,535.00
Truck Haul	4,047.21	10,000 Yd.Mi.	.40	.16	1,600.00
18" Concrete Pipe	345.15	177 Lin.Ft.	1.95	2.28	403.56
24" " "	57.75	21 " "	2.75	3.12	65.52
48" " " Extr.Str.	1,312.00	160 " "	8.20	9.73	1,556.80
	$ 21,178.66				$16,785.82

NOTED

Total Cost	$21,178.66
Gross Revenue	16,785.82
Net Loss	$ 4,392.84

Net Loss Equals 25% of Gross Revenue

EHClymer/H
June 30,1937

Detail of Cost

Labor:

Supervision	$876.24	
Labor	6,801.99	
State Industrial Accident Insurance	383.91	
Unemployment & Old Age Compensation	230.35	$ 8,292.49

Materials:

18" Concrete Pipe	177 Lin. Ft. at	$1.60	$283.20	
24" "	21 " " "	2.30	48.30	
48" "	160 " " "	7.30	1,168.00	$ 1,499.50

Equipment Rental, Supplies & Miscellaneous

Equipment Rental	5,300.50	
Hired Trucks	2,088.19	
Gas, Oil & Grease	1,990.00	
Explosives	1,757.50	
Small Tools, Repairs & Supplies (50%)	802.87	
Move In	300.00	
General Overhead Expense	331.89	
Bond 1% of Gross Revenue	167.86	
Home Office Expense 1% of Gross Revenue	167.86	$12,906.67
Deduction - 8,000 C.Y. blasted rock at 19¢		1,520.00
		$21,178.66

REMARKS:

This job was let on March 25, 1937 & work was started April 5th. Up to June 12th, about 29% of the contract had been completed.

The job primarily consists of the excavation of 71,500 cu.yds. in two cuts, which parallel & lie adjacent to the present roadway. In order not to interfere too much with traffic great care must be exercised in the blasting operations & in the moving of trucks to and from the shovel. A new 1½ c.y. Koehring shovel was moved on the job on May 14 to date has averaged only about 50 c/yds. per hour. This low output is mainly due to the heavy auto-traffic & also to a shortage of trucks on the longer hauls. At present the grading work is moving along at a moderate rate and should be completed about Aug. 15th. The contractor is bringing a power blade on the job to maintain the roadway which will keep the road in better condition for the traffic and the hauling trucks.

The Consolidated Construction Company is having financial difficulties since Mr. Latourette passed away about a month ago. Apparently there is little money to meet payrolls and bills, as they are not paid promptly This company is paying with script on some jobs and is probably using it on this job.

This job was bid too low and now shows a large loss. The supervision has been fair and the blasting work has been excellent, but the traffic is a big obstacle to efficient operation. The loss will probably increase to about $10,000 by the time job is completed, and unless additional capital is secured it may be necessary for the bonding company to finish it.

E. H. Clymer,
Cost Analyst

by

Henry Jullum

HJ/H
June 30,1937

FORM 8-H-1 1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUN 9 1937
FOR FILING
3F-Ca

June 7, 1937

RECEIVED
JUN 8 - 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Mr. F. G. Simmons of Freewater, who had a truck rented to the Consolidated Highway Company, in connection with the Pendleton-Mytinger job, became dissatisfied for some reason with the company and went to see Mr. Aldrich relatife to insurance policies requested, etc.

I called Mr. Swift to go up and see what information could be secured from Mr. Simmons and I am enclosing herewith copy of a letter in which Swift outlines the setup insofar as he could determine. While Mr. Swift's letter does not so state, the statements were made to both Mr. Swift and Mr. Aldrich.

This information is being furnished to you for such action as you may wish to take on the insurance policy racket.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
JUN 15 1937
FOR FILING

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Pendleton-Mytinger Section, Project No. WPMH 38-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPGH 38-A

[illegible] SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

STATEMENT OF COMPLETED FEDERAL AID WORK

Final Cost - $ 186,455.93
Federal Aid Paid - $ 89,815.74
Length, Revised - 6.304 miles

NEW WORK

(Sta. 71+00 to 126+00 = 70+04)

110	cu. yds.	Trench Excavation	$ 1.78	$ 195.80
3,400	cu. yds.	Common Excavation	0.545	1,853.00
67,900	cu. yds.	Solid Rock Excavation	0.545	37,005.50
130,000	yd. sta.	Overhaul	0.01	1,300.00
19,000	yd. mi.	Truck Haul	0.16	3,040.00
1.04	miles	Finishing Roadbed and Slopes	772.00	802.88
800	lin. ft.	Rounding Cutbanks	0.10	80.00
110	lin. ft.	12" Concrete Pipe	1.04	114.40
100	lin. ft.	18" Concrete Pipe	2.28	228.00
30	lin. ft.	24" Concrete Pipe	3.12	93.60
150	lin. ft.	48" Concrete Pipe	9.73	1,459.50
51	lin. ft.	Salvaging Culvert Pipe	2.00	102.00
5,300	cu. yds.	Selected Roadbed Topping	0.25	1,325.00
12,600	yd. mi.	Hauling Roadbed Topping	0.10	1,260.00
960	cu. yds.	Salvaging Surfacing Materials	0.67	643.20
670	cu. yds.	Crushed Rock Shoulders	2.03	1,360.10
190	cu. yds.	Filler	0.40	76.00
190	yd. mi.	Hauling Filler	0.20	38.00
190	M-Gal.	Sprinkling	2.00	380.00
1.04	miles	Preparation of Base	173.00	179.92
1,350	cu. yds.	Mineral Aggregate in Place	3.23	4,360.50
102	tons	Asphalt in Place	30.00	3,060.00
			Subtotal	$ 58,957
			10% Engr. & Cont.	5,895
			Total	$ 64,852

Length	1.644 miles
Cost per mile	$ 62,118

[illegible] Funds Requested- $ 64,852

Estimated Labor Required	35,000 man-hours
Cost of Labor	$ 23,000
Cost of Materials	$ 3,000

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

RECEIVED
MAY 3 1937
FOR FILING

38-a

May 1, 1937

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

We are informed by the Consolidated Highway Co., Inc., that they were advised by you that they were to receive an estimate for work performed to April 10th on the Pendleton-Mytinger Project.

As no estimate was received for this project, we suggest that if it is your intention to make a monthly payment for work done prior to April 10th, the estimate be forwarded at once.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

RECEIVED
APR 17 1937
FOR FILING

38-a

April 16, 1937

CONSOLIDATED HIGHWAY COMPANY, INC.
517 Henry Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 1958, which was awarded to you on March 25, 1937, for the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
MAR 29 1937
FOR FILING
38-a

March 27, 1937

Consolidated Highway Co., Inc.,
Henry Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission awarded to you on March 25 the contract covering the construction of the Pendleton-Mytinger Section of the Old Oregon Trail, in Umatilla County. This award was based on your low bid of $59,509.40 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

[illegible]

cc - S. H. Probert

March 27, 1937

Washington Asphalt Company
309 West 39th Street
Seattle, Washington

Gentlemen:

This is to advise you that the State Highway Commission on March 25 awarded to you the contract covering the construction of the Stanfield-Pendleton Section of the Old Oregon Trail and two sections of secondary highways in Umatilla County. This award was based on your low bid of $179,858.72 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

March 27, 1937

Babler Brothers,
2407 N. W. 28th Ave.,
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission awarded to you on March 26 the contract covering the Columbia County oiling project on two sections of county road. This award was based on your low bid of $23,574.50, using tar, submitted on that date.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

March 27, 1937

Oregon Contracting Co.,
10509 N. E. Sandy Blvd.,
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission awarded to you on March 26 the contract covering the grading and paving of the Rocky Point Section of the Columbia River Highway in Multnomah County. This award was based on your low bid of $86,366.00 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

March 27, 1937

Joplin [redacted]don
P. O. Box 5686, Kenton Station
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on March 26 awarded to you the contract covering construction of the Shaniko Section of the Sherman Highway in Wasco County. This award was based on your low bid of $46,963 submitted on that date.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 29 1937
COMMISSION

March 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Works Program Highway project WPMH 38-A, the Pendleton-Mytinger section of the Old Oregon Trail, to the Consolidated Highway Co. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 29 1937
COMMISSION

March 25, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Works Program Highway project WPMH 38-A, the Pendleton-Mytinger section of the Old Oregon Trail, to the Consolidated Highway Co. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAR 12 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

March 10, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Works Program Project No. WPMH 38-A, the Pendleton-Mytinger Section of the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUN 15 1937
FOR FILING

March 9, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of page 23 of the special provisions and five copies of bidding sheet number 3 for the Pendleton-Mytinger Section, Project No. WPMH 38-A.

Please insert these pages in the copies of bid proposals sent to you previously, their purpose being to provide the prospective bidders for this project and the Stanfield-Pendleton Section, F. A. Project No. 42, the privilege of making a lump sum reduction for the award of both of the projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department
U. S. Works Program
Project No. WPMH 38-A

Length 1.044 miles
Cost per mile $ 74,087

PENDLETON-[illegible] SECTION OF THE

OLD OREGON TRAIL IN UMATILLA COUNTY

WPMH Funds Requested - - - - -$ 77,347

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Estimated Labor Required 55,000 man-hours
Cost of Labor $ 23,000
Cost of Materials [illegible]

Salem, Oregon, March 9, 1937

STATEMENT OF COMPLETED FEDERAL AID WORK

Final Cost..	$ 186,455.93
Federal Aid Paid..	$ 89,815.74
Length, Revised..	6.304 miles

NEW WORK

(Sta. 71+00 to 126+00 = 70+04)

110	cu. yds.	Trench Excavation	$ 1.00	$ 110.00
3,400	cu. yds.	Common Excavation	0.30	1,020.00
67,900	cu. yds.	Solid Rock Excavation	0.70	47,530.00
130,000	yd. sta.	Overhaul	0.02	2,600.00
19,000	yd. mi.	Truck Haul	0.15	2,850.00
1.04	miles	Finishing Roadbed and Slopes	400.00	416.00
800	lin. ft.	Rounding Cutbanks	0.10	80.00
110	lin. ft.	12" Concrete Pipe	1.50	165.00
100	lin. ft.	18" Concrete Pipe	2.50	250.00
30	lin. ft.	24" Concrete Pipe	3.50	105.00
150	lin. ft.	48" Concrete Pipe	8.50	1,275.00
51	lin. ft.	Salvaging Culvert Pipe	1.00	51.00
5,300	cu. yds.	Selected Roadbed Topping	0.30	1,590.00
12,600	yd. mi.	Hauling Roadbed Topping	0.14	1,764.00
960	cu. yds.	Salvaging Surfacing Materials	0.80	768.00
670	cu. yds.	Crushed Rock Shoulders	2.00	1,340.00
190	cu. yds.	Filler	0.50	95.00
190	yd. mi.	Hauling Filler	0.20	38.00
190	M-Gal.	Sprinkling	2.00	380.00
1.04	miles	Preparation of Base	100.00	104.00
1,350	cu. yds.	Mineral Aggregate in Place	3.50	4,725.00
102	tons	Asphalt in Place	30.00	3,060.00
			Subtotal	$ 70,316
			10% Engr. & Cont.	7,031
			Total	$ 77,347

Length 1.044 miles
Cost [illegible]7

[illegible]

WPA Funds Requested - $ 77,347

[illegible] Stationing and Length

	Estimated Labor Required		33,000 man-hours
71+00	Cost of Labor		$ 23,000
	Cost of Materials	3,189.0	$ 3,000
102+89.0 = 101+74.4			
		2,335.6	
126+00 = 70+34.0			
		13,3[illegible].4	
203+92.4 = 109+92.0			
		10,[illegible]11.4	
31[illegible]+15.4 = [illegible]			
		5,573.9	
3[illegible]+00			
		33,2[illegible].3 =	6.304 miles

PENDLETON-CABBAGE HILL SECTION

PROJECT NO. 33-A

Revised Stationing and Length

71+00	
	3,189.0
102+89.0 = 102+74.4	
	2,325.6
126+00 = 70+04.0	
	13,888.4
208+92.4 = 209+02.0	
	10,311.4
312+13.4 = 312+26.1	
	3,573.9
348+00	
	33,288.3 = 6.304 miles

[illegible] COMMISSION

Herewith, please find [illegible] from Mr. Williams [illegible] Section of the Old Oregon Trail east of Pendleton.

This was made at the request of Mr. [illegible] and is to be discussed with [illegible] at the next Commission meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By [illegible]
[illegible]
Construction Engineer

[illegible]

cc to: R. H. Baldock

[illegible]

FORM 2-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

38

RECEIVED
JAN 20 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

September 10, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith, please find a letter from Mr. Williams forwarding an estimate of cost of the so-called Mytinger Section of the Old Oregon Trail east of Pendleton.

This was made at the request of Mr. Aldrich and is to be discussed with him at the next Commission meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Baldock. are going to use Walla Walla way
but can't now acct. Walla Walla [illegible]
going through -
might get some new money
and do job next spring -- Fel.

R

Umatilla County
Old Oregon Trail
Pendleton-East Approach
1.06 Miles Grading, Surfacing and Bituminous Macadam
Station 69+00 to Station 125

8-28-36

ESTIMATE OF COST

By W. C. WILLIAMS
Division Engineer

	Quantity		Unit Price	Amount
Trench Excavation	140	cu.yd.	1.00	$ 140.00
Common Excavation	3,500	cu.yd.	.30.	1,050.00
Solid Rock Excavation	59,000	cu.yd.	.70	41,300.00
Overhaul	122,000	sta.yd.	.015	1,830.00
Truckhaul	14,000	mi.yd.	.15	2,100.00
Finishing Roadbed and Slopes	1.06	Miles	400.00	424.00
Rounding Cutbanks	700	lin.ft.	.10	70.00
18" Culvert Pipe	100	lin.ft.	1.50	150.00
48" Culvert Pipe	130	lin.ft.	8.00	1,040.00
12" Concrete Culvert Pipe- "Extensions"	12	lin.ft.	1.50	18.00
24" Concrete Culvert Pipe - "Extensions"	15	lin.ft.	3.00	45.00
18" Concrete Pipe--Salvage & Lower	51	lin.ft.	1.00	51.00
Salvage Surfacing Mtls.	1,000	cu.yd.	.80	800.00
Gravel Topping	5,500	cu.yd	.30	1,650.00
Gravel Topping Haul	13,000	mi.yd.	.14	1,820.00
Sprinkling	200	M.Gal.	2.00	400.00
Crushed Rock Shoulders	500.	cu.yd.	2.00	1,000.00
Mineral Aggregate in Place	1,300	cu.yd.	3.50	4,550.00
Grade "E" Asphalt	100	Tons	30.00	3,000.00
Total				$61,438.00
Plus 10% Engineering and Contingencies				6,143.80
Grand total				$67,581.80

CONTRACT# [redacted] 1959, SEE: CONTRACT# 1862

1959 SEE: Contract 1862

CONTRACT# 1961

WPSO 278-A Bachelor Flat-St. Helens 1935
1961 Dibblee Ranch-Rainier
Columbia Co. Oiling Proj.

RECEIVED
AUG 14 1942
FOR FILING

278-A
+ 280-A

August 12, 1942

Honorable County Court of Columbia County
St. Helens, Oregon

Gentlemen:

This Department is in receipt of two letters, one under date of August 7 and one under date of August 8, 1942, from the office of Mr. W. H. Lynch, District Engineer of the Public Roads Administration in Portland, advising that an inspection has been made of the Dibblee Ranch-Rainier County Road, Federal Aid Project No. 280-A, which was constructed with federal funds in 1937, also the Bachelor Flat Road in Columbia County, Federal Aid Project No. 278-A, constructed in 1937.

Mr. Lynch's letter to this Department advises that the maintenance inspection indicates that considerable maintenance is necessary in order to adequately protect the investment made in the construction of the road, and that the drainage conditions are particularly bad and patching of the surface has been neglected.

Under the conditions specified in the agreement executed by the County Court of Columbia County and the Oregon State Highway Commission under dates of January 2 and January 11, 1936, the county agrees to maintain these two road projects in a manner satisfactory to the Public Roads Administration and the Highway Department, or their representatives.

Permit me to suggest that you meet with Mr. Oscar Cutler, Assistant Staff Engineer for the Oregon State Highway Department, and arrange to make an inspection of these roads to see what can be done to satisfy the Public Roads Administration.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. W. H. Lynch
Mr. Oscar Cutler

COPY

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Columbia, State of Oregon, herein-
(municipality or political subdivision)
after referred to as the County, and the Oregon State Highway Commission,
(State highway organization)
hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 8.46 miles of county roads or feeder highways described
(municipal, or secondary or feeder)
as follows:

(1) Sheeley Bridge Section of the Upper Nehalem Road, 3.15 miles, from the junction of the Upper Nehalem County Road with Secondary Highway No. 102 to a point 3.15 miles southwest of the Junction of the Upper Nehalem County Road and Secondary Highway No. 102, Oregon Project No. WPSO 279;

(2) Dibblee Ranch-Rainier Section of the River County Road, 2.60 miles, from the Dibblee Ranch to the Rainier-Longview Road, Oregon Project No. WPSO 280;

(3) Bachelor Flat School-St. Helens Section of the Bachelor Flat County Road, 2.71 miles from the Bachelor Flat School to St. Helens City Limits, Oregon Project No. WPSO 278;

and will recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper mainte-
(municipality or political subdivision)
nance after completion of its improvement.

2. That the said County hereby requests
(municipality or political subdivision)
the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed by the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 2nd day of January, 1936, and the Highway Department on the 11th day of January, 1936.

Columbia County
(Municipality or political subdivision)

By (sgd) J. B. Wilkerson
County Judge

By (sgd) Wm. Pringle, Sr.
County Commissioner

By (sgd) J. T. Graham
County Commissioner

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

SEAL

By (sgd) Henry F. Cabell
As Chairman

By (sgd) E. B. Aldrich
As Commissioner

By (sgd) F. L. Tou Velle
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Bureau of Public Roads.

[illegible]
25[illegible]

C
O
P
Y

January 5, 1959

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith additional notes by Lester Clinefelter covering stakes set for placing Federal Aid markers on the Washington County Line-Skyline Boulevard, St. Helens-Bachelor Flat, Dibble Ranch and Hillsboro-Airport Projects.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC r. H. Baldock
Encl.

WPSO 278-a

C
O
P
Y

January 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your recent request, I have had Lester Clinefelter set stakes by which to set Federal Aid markers for the following projects:

(1)	WPSO 269-A to WPSO 276-A	8 Clackamas County Oiling Jobs
(2)	WPSO 295-A	Forest Grove-Balm Grove
(3)	FAS 24-A	Carver-Redland

Mr. Clinefelter's notes for the above are enclosed herewith.

I will also have him set stakes for St. Helens-Bachelor Flat, Thompson Road and Hillsboro-Airport.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

RECEIVED
DEC 19 1938
FOR FILING
280-A

December
16th
1938

Hon. County Court
Columbia County
St. Helens, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, in which he reports the unsatisfactory condition of Oregon F.A.P. 280-A, Rainier Section of the River Road-Dibblee Ranch Highway, as the result of the maintenance inspection made by the Bureau of Public Roads inspector on December 6, 1938.

I have requested Mr. F. D. Eason, Division Engineer, to make an inspection of this section with either the County Court or the County Engineer, as you desire, and discuss the matter on the ground in order that he may be familiar with the steps you intend to take to remedy the conditions complained of by the Bureau.

It will also be necessary that Mr. Eason make a second inspection so that we can notify the Bureau of Public Roads when the conditions have been corrected.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBMcC/JNB/er

cc W. H. Lynch
J. N. Bishop
F. D. Eason;- Please go over this section with the County Court or the County Engineer and report what steps are being taken to correct the conditions complained of as well as any comments you have to make on the conditions as you find them.

RECEIVED
DEC 15 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

REFERRED TO
Mr Bishop
By Asst. State Highway Engineer

Dear Sir:

Maintenance Inspection of Oregon F.A.P. 280-A, River Road-Dibblee Ranch, Rainier Section, was made on December 8.

The report of inspection states that the drainage is in very poor condition. It is observed that the ditches are weed grown, of little depth, and are entirely inadequate to drain the subgrade properly.

It is also noted that the shoulders are high with reference to the road surface and are inadequately drained.

While the project is very ragged and weed grown, it is much more important that the drainage of this surface be improved before damage to the oil surface occurs.

It is noted that maintenance is to be performed by Columbia County, but as the agreement is between the State and Federal Government, we are bringing this matter to your attention with the request that necessary steps be taken to remedy the conditions noted.

Yours very truly,

W. H. LYNCH,
District Engineer

By:
F. E. Andrews
Sr. Hwy. Engr.

RECEIVED
DEC 15 [illegible]
MAINTENANCE ENGINEER

RECEIVED
SEP 9 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. WPSO 278-280

August 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of April 19 and June 30 regarding submission of Emp. 32 forms.

We have not yet received copies of the forms for Oregon U. S. Works Program Highway projects WPSO 278-A, Bachelor Flat-St. Helens, and WPSO 280-A, Dibblee Ranch-Rainier, and request that they be submitted in the near future so that the final vouchers can be forwarded for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Submitted
Jm

July 1, 1938

Mr. C. B. Haynes
Resident Highway Engineer
1436 S. W. Montgomery Avenue
Portland, Oregon

Dear Sir:

We have no record of having received Form Emp. 32, Statement of Labor, Materials and Equipment Furnished, in connection with Contract No. 1961, WPSO 278 and 280, the Columbia County Oiling Project.

It is necessary to submit this form to the Bureau of Public Roads along with the final voucher. We, therefore, request that you obtain the necessary information from the contractor and forward the same to this office at your earliest possible convenience.

We are enclosing herewith, in blank, ten copies of Form Emp. 32, together with a letter of instructions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by M. H. Milner/GS

Encl.

cc Mr. E. A. Collier

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

June 30, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Emp. 32 forms for work done on Oregon U.S. Works Program Highway projects WPMH 38-A, Pendleton-Mytinger, WPSO 278-A, Bachelor Flats-St. Helens, and WPSO 280-A, Dibblee Ranch-Rainier, have not yet been received.

We are unable to take any further action on the final vouchers for the projects until the forms are submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
APR 18
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

278-a

April 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental detail plans for Oregon Works Program Highway project WPSO 278-A, Bachelor Flat-St.Helens section of Bachelor Flat County Road in Columbia County, have not as yet been received.

As it will be necessary to hold the final voucher, which is now in this office, until receipt of the detail plans, we request that they be forwarded at your early convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Lor

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
FEB 28 1938
FOR FILING

605 Westherly Bldg.
February 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: R. G. Smith

Re: Over-runs and Under-runs on Columbia County Oiling Project, Contract No. 1961, N.P.S.O. 278.

Dear Sir:

On the Columbia County Oiling Project, completed June 24, 1937, the following over-runs and under-runs occurred on N.P.S.O. No. 278:

(1) 3/4"-0" Rock Surfacing: This item over-ran about 20%, as more of this size was required to fill voids than estimated. In particular, the 3"-1 1/2" rock on the Gobel Road took more of this size to properly fill and bind it.

(2) Filler, Filler Haul, and Sprinkling: These three items under-ran as no filler or filler haul was required and only a small amount of sprinkling was required.

(3) Cut-Back Asphalt: On account of increased depth of rock surfacing more of this material was required than estimated, causing an over-run.

The total cost for the contract items on the job is within $60 of the preliminary estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

Form 5-8-1 1M 11-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

FOR FILING

WJ

REFER TO FILE NO.

605 Weatherly Bldg.
February 16, 1938

RECEIVED
FEB 17 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Re: Over-runs and Under-runs on Columbia County Oiling Project, Contract No. 1961, W.P.S.O. 278.

Dear Sir:

On the Columbia County Oiling Project, completed June 24, 1937, the following over-runs and under-runs occurred on W.P.S.O. No. 278:

(1) 3/4"-0" Rock Surfacing: This item over-ran about 20%, as more of this size was required to fill voids than estimated. In particular, the 3"-1 1/2" rock on the Gabel Road took more of this size to properly fill and bind it.

(2) Filler, Filler Haul, and Sprinkling: These three items under-ran as no filler or filler haul was required and only a small amount of sprinkling was required.

(3) Cut-Back Asphalt: On account of increased depth of rock surfacing more of this material was required than estimated, causing an over-run.

The total cost for the contract items on the job is within $60 of the preliminary estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
J. W. Nash
F. D. Eason

RECEIVED
AUG 16 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
BUILDING
PORTLAND, OREGON

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 280
Dibblee Ranch-Rainier sec.
River Road

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

ER-AACT- 7239

Form P. R. 2

State ....Oregon....

Project No. WPGO 290....

U. S. Works Program Highway

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Jun, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 10th day of December, 1935, a project statement, which was approved by the Secretary on the 26th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section -------- of~~ said project which were recommended for approval by the United States District Engineer on the 11th day of March, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Thirteen Thousand, Four Hundred ~~One~~ Ninety and 00/100 dollars ($13,491.00) as the share of the United States payable under said act on account of ~~Section -------- of~~ said project, which is ~~does not exceed the authorized Federal pro rata share of the approved~~ total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935 (Public Res. No. 11, 74th Cong.)
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Beginning at Survey station 0+13.5 at the intersection with the paved road to the Longview toll bridge in the NW 1/4 of Section 17, T. 7 N., R. 2 W., and ending at Survey station 137+40 in the South 1/2 of Section 1, T. 7 N., R. 3 W., W.M., and a branch beginning at Survey station 0+00 = 12+92.0 extending southeasterly to Survey station 10+68.4.

, length 2.802 miles, in Columbia County,

being Section — of Oregon U. S. Works Program Highway project No. WPGO-250 consisting of 2.802 miles of roadway and no bridges, ~~each of more than 20 feet clear span,~~ ~~of a mile in length.~~

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ---- of said project shall not in any event exceed the sum of Thirteen Thousand, Four Hundred Ninety-One and 00/100 dollars ($ 13,491.00), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ is ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($..............)~~, the approved total estimated cost of Section ---- of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said ~~project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in~~ the manner herein set forth, to wit: Maintenance of the project will be by the county of Columbia pursuant to its agreement of January 11, 1936 with the State Highway Department.

STRICKEN OUT

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1937.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,

By M. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5563

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Works Program Highway Project No. WPSO 280 State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 13,491.00 as the total estimated cost of said project, and the sum of $ 13,491.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—1230

RECEIVED
AUG 16 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon WPSO 278
Bacheler Flat-St.Helens sec.
Bachelor Flat Road

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

ER-AAm- 7238

Form P. R. 2
State Oregon
Project No. WPSO 278

U. S. Works Program Highway

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of June, 1937

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.);

Whereas the Highway Department of said State submitted on the 10th day of December, 1935, a project statement, which was approved by the Secretary on the 27th day of December, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section ____ of~~ said project which were recommended for approval by the United States District Engineer on the 11th day of March, 19[illegible]; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Fourteen Thousand, Six Hundred Thirty-Nine and 00/100 dollars ($14,639.00) as the share of the United States payable under said act on account of ~~Section ____~~ of said project, which is ~~does not exceed the authorized Federal pro rata share of the approved~~ total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds appropriated under Act approved April 8, 1935 (Include date and citation of (Public Res. No. 11, 74th Cong.) act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey station 0+00 at the city limits of St. Helens in Sec. 5 T. 4 N., R. 1 W., W. M. and ending at Survey station 97+00 on the west line of Section 7, T. 4 N., R. 1 W., W.M. Also a branch line extending from Survey station 0+08 on the Columbia River Highway, Federal Aid Route No. 1, in Sec. 8 T. 4 N., R. 1 W., W.M. and Survey station 37+58 in the NW 1/4, Section 8, T. 4 N., R. 1 W., W.M., length 2.547 miles, in Columbia County, being ~~Section ________ of~~ Oregon U. S. Works Program Highway project No. WPSS 278, consisting of 2.547 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~of a mile in length.~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6512

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section .... of~~ said project shall not in any event exceed the sum of **Fourteen Thousand, Six Hundred Thirty-Nine and 00/100** dollars ($ **14,639.00**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ **is** ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($..............),~~ the approved total estimated cost of ~~Section .... of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project ~~in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner hereinafter set forth, to wit:~~ **Maintenance of the project will be by the County of Columbia pursuant to its agreement of January 11, 1936 with the State Highway Department.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6318

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L Toulelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By W J W Leary
Acting Chief, Bureau of Public Roads.

8—6518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Works Progress Highway Project No. WPSO 278 State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 14,639.00 as the total estimated cost of said project, and the sum of $ 14,639.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
JUL 26 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. 278-A

July 7, 1937

RECEIVED
JUL 21 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 278-A, Bachelor Flat Road, Columbia County, was made by a representative of this office on June 24, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Ian

RECEIVED
JUL 26 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.
280-a

July 7, 1937

RECEIVED
JUL 21 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPSO 280-A, Dibblee Ranch-Rainier Section, River Road, Columbia County, was made by a representative of this office on June 24, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Iron

FORM 9-A-1 9M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

R
JUL 12 1937
FOR FILING

27X 82 + [illegible]

July 10, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Herewith Record of Extra Work Order Bill, payroll, and bill from Babler Bros. for the completion of Extra Work Order No. 1 on the Columbia County Oiling Project, mentioned in my letter to Mr. F. D. Eason of June 16th, when the final records were sent in.

This job is complete and as far as I know there are no extra claims or adjustments pending.

Babler Bros. called up and stated they had received the final voucher for their job without the attached bill. After phoning to you I advised them they should sign the final voucher without qualification and we will pay this Force Account as an additional final payment.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

NOTED
State Highway Engineer

#1961

RECEIVED
JUL 9 1937
FOR FILING

2788

July 8, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1961 for the construction of the Columbia County Oiling Project in Columbia County has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after July 17, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $25,196.09, including the final payment. Of this amount $32.69 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form [illegible]—[illegible]—11-36

278-280

[illegible]GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 3, 1937

Section Columbia County Oiling
Kind of work Surfacing & oiling
Highway Bachelor Flat & River Roads
Section prefix 205-1006
Contractor Babler Bros
Contract number 1961
Date of contract March 20, 1937
Date of completion August 15, 1937
Date work started April 12, 1937
Estimated date of completion ......, 193...
Amount of contract $ 25574.50
Per cent of time elapsed ......%
Estimated cost of completed project, exclusive of engineering $ 25196.00
Per cent of contract completed, based on total contract price 100%
Engineering cost to date, $ 1550, [illegible]%
Date project was completed June 3, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished office work

RECEIVED
JUL 6 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed C D Haynes
Address Rainier, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	✓		
Tuesday	Fair	Cloudy	
Wednesday	Cloudy	Showers	
Thursday	✓	Fair	
Friday	Fair		
Saturday		✓	

#1961

RECEIVED
JUN 26 1937
FOR FILING
278 & 280

June 24, 1937

United States Fidelity & Guaranty Company,
[illegible] F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros. in connection with Contract No. 1961 for the construction of the Columbia County Oiling Project on the River and Batchlor Flat Roads in Columbia County. This payment will be made on or after July 5, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

TED GRICI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon UMP No. 280
Dibblee Ranch-Rainier Sec.
of the River Rd.

POST OFFICE BUILDING
PORTLAND, OREGON

JUN 21 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Jro

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPSO 278
Bachelor Flat-St.Helens Sec.
of The Bachelor Flat Rd.

JUN 21 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Jem

RECEIVED
JUN 15 1937
FOR FILING

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dibblee Flat-Rainier Section, Project No. WPSO 280.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. 280

DIBBLEE RANCH-RAINIER SECTION
OF THE RIVER ROAD IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

16' Roadway (Sta. 0+00 to 10+68.4)(Sta. 101+68.0 to 137+40)

630	cu. yds.	1½" - ¾" Rock in Surfacing	$ 1.85	$ 1,165.50
250	cu. yds.	¾" - 0" Rock in Surfacing	1.85	462.50
50	cu. yds.	Filler	0.40	20.00
100	yd. mi.	Hauling Filler	0.15	15.00
50	M-Gal.	Sprinkling	2.00	100.00
0.88	mile	Preparation of Base	100.00	88.00
220	cu. yds.	Mineral Aggregate in Place	3.50	770.00
12	tons	Cutback Asphalt in Place	30.00	360.00
28	tons	Tar in Place	25.00	700.00
			Subtotal	$ 3,681
			10% Engr. & Cont.	368
			Total	$ 4,049

Length of Roadway 0.879 mile
Cost per mile, Roadway $ 4,606

18' Roadway (Sta. 0+13.5 to 101+68.0)

1,370	cu. yds.	1½" - ¾" Rock in Surfacing	1.85	$ 2,534.50
550	cu. yds.	¾" - 0" Rock in Surfacing	1.85	1,017.50
100	cu. yds.	Filler	0.40	40.00
200	yd. mi.	Hauling Filler	0.15	30.00
110	M-Gal.	Sprinkling	2.00	220.00
1.92	miles	Preparation of Base	100.00	192.00
550	cu. yds.	Mineral Aggregate in Place	3.50	1,925.00
30	tons	Cutback Asphalt in Place	30.00	900.00
69	tons	Tar in Place	25.00	1,725.00
			Subtotal	$ 8,584
			10% Engr. & Cont.	858
			Total	$ 9,442

Length of Roadwork 1.923 miles
Cost per mile $ 4,910

[illegible] State Highway Department

U. S. Works Program
Project No. 280

[illegible] Funds Requested:

[illegible]

16' Roadway - - - - - - - - - - - - - - - - -	**$ 4,049**
[illegible] Roadway - - - - - - - - - - - - - - -	**9,442**
[illegible]. Based on low bid prices	**$13,491**

Funds for Maintenance: See resolution signed by County January [illegible], 193[illegible] 37 and by Highway Commission January 11, 1936.

[illegible]

[illegible]	cu. yds.	[illegible] 3" Rock in Surfacing	$ 1.[illegible]	$ 1,[illegible]
[illegible]	cu. yds.	[illegible] Rock in Surfacing	1.[illegible]	[illegible].50
[illegible]	[illegible]	[illegible]	0.40	20.00
[illegible]	[illegible]	[illegible] Filler	0.25	15.00
[illegible]	[illegible]	[illegible]	2.00	[illegible].00
[illegible]	[illegible]	[illegible] of [illegible]	100.00	[illegible].00
[illegible]	[illegible]	[illegible] Concrete in Place	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Concrete in Place	30.00	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Subtotal	$ 3,681
10% Engr. & Cont.	368
Total	$ 4,049

[illegible]	[illegible] mile
[illegible]	$ [illegible]

[illegible]

[illegible]	[illegible]	[illegible]	$ [illegible].50
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible]	$ [illegible]
[illegible]	[illegible]
[illegible]	$ [illegible]

[illegible]	[illegible]
[illegible]	$ [illegible]

Oregon State Highway Department

U. S. Works Program
Project No. 280

DIBBLEE RANCH-RAINIER SECTION
OF THE RIVER ROAD IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

16' Roadway (Sta. 0+00 to 10+68.4)(Sta. 101+68.0 to 137+40)

630	cu. yds.	1¼" - ¾" Rock in Surfacing	$ 1.85	$ 1,165.50
250	cu. yds.	¾" - 0" Rock in Surfacing	1.85	462.50
50	cu. yds.	Filler	0.40	20.00
100	yd. mi.	Hauling Filler	0.15	15.00
50	M-Gal.	Sprinkling	2.00	100.00
0.88	mile	Preparation of Base	100.00	88.00
220	cu. yds.	Mineral Aggregate in Place	3.50	770.00
12	tons	Cutback Asphalt in Place	30.00	360.00
28	tons	Tar in Place	25.00	700.00
			Subtotal	$ 3,681
			10% Engr. & Cont.	368
			Total	$ 4,049

Length of Roadway 0.879 mile
Cost per mile, Roadway $ 4,606

18' Roadway (Sta. 0+13.5 to 101+68.0)

1,370	cu. yds.	1¼" - ¾" Rock in Surfacing	1.85	$ 2,534.50
550	cu. yds.	¾" - 0" Rock in Surfacing	1.85	1,017.50
100	cu. yds.	Filler	0.40	40.00
200	yd. mi.	Hauling Filler	0.15	30.00
110	M-Gal.	Sprinkling	2.00	220.00
1.92	miles	Preparation of Base	100.00	192.00
550	cu. yds.	Mineral Aggregate in Place	3.50	1,925.00
30	tons	Cutback Asphalt in Place	30.00	900.00
69	tons	Tar in Place	25.00	1,725.00
			Subtotal	$ 8,584
			10% Engr. & Cont.	858
			Total	$ 9,442

Length of Roadwork 1.923 miles
Cost per mile $ 4,910

WPA Funds Requested:

16' Roadway - - - - - - - - - - - - - - - -	$ 4,040
18' Roadway - - - - - - - - - - - - - - - -	9,442
	$13,482

Funds for Maintenance: See resolution signed by County January 2, 1936 and by Highway Commission January 11, 1936.

RECEIVED
JUN 15 1937
FOR FILING

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bachelor Flat-St. Helens Section, Project No. WPSO 278.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 270

BACHELOR FLAT-ST. HELENS SECTION OF THE BACHELOR FLAT ROAD IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

1,500	cu. yds.	3" - 1½" Rock in Surfacing	$ 1.65	$ 2,475.00
1,300	cu. yds.	1½" - ¾" Rock in Surfacing	1.65	2,145.00
1,150	cu. yds.	¾" - 0" Rock in Surfacing	1.75	2,012.50
200	cu. yds.	Filler	0.40	80.00
400	yd. mi.	Hauling Filler	0.15	60.00
230	M.Gal.	Sprinkling	2.00	460.00
2.55	miles	Preparation of Base	100.00	255.00
750	cu. yds.	Mineral Aggregate in Place	3.50	2,625.00
34	tons	Cutback Asphalt in Place	29.00	986.00
92	tons	Tar in Place	24.00	2,208.00
		Subtotal		$13,309
		10% Engr. & Cont.		1,330
		Total		$14,639

Length 2.547 miles
Cost per mile $ 5,747

WPSO Funds Requested- - - - - - - - - - - - - - - - - - $ 14,639

Funds for Maintenance See resolution signed by County January 2, 1936 and by Highway Commission January 11, 1936.

RECEIVED
APR 16 1937.
FOR FILING

278-280

April 15, 1937

BABLER BROTHERS
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed fopy of Contract No. 1961, which was awarded to you on March 26, 1937, for the furnishing of crushed rock surfacing and Oil mat surface treatment on the Columbia County Oiling Project Section of the River & Bachelor Flat Roads Highway, in Columbia County.

This copy is for your records and files.

Very truly yours,

Secretary

ENC.

RECEIVED
MAR 29 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.____

POST OFFICE BUILDING
PORTLAND, OREGON

March 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Works Program Highway projects Nos. WPSO 278 and 280, Columbia County Oiling project, to Babler Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 11, 1937.

RECEIVED
MAR 13 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Works Program Highway Project No. WPSO 280, the Dibble Ranch-Rainier Section of the River Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

As a connecting road has been included since the approval of the project statement, it is requested that a revised sketch map be submitted at your early convenience.

Prompt submission of the bid tabulationand agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 13 1937
OREGON
STATE HIGHWAY COMMISSION

March 11, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Works Program Highway Project WPSO 278, the Bachelor Flat-St. Helens Section of the Bachelor Flat Road, have today been recommended for approval, subject to final review and approval of the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUN 15 1937
FOR FILING

March 5, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany revised plans and specifications for the Dibblee Ranch-Rainier Section, Project No. WPSO 280.

Five bid proposals and five sets of plans are being sent under separate cover.

Please destroy the papers sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

February 25, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Dibblee Ranch-Rainier Section, Project No. WPGH 280.

On account of change in the length of the project and amount of work to be done, we are sending five sets of revised blueprint plans and five bid proposals under separate cover. The plans sent to you previously were the abbreviated type, but these now being submitted are complete.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 280

DIBBLEE RANCH-RAINIER SECTION
OF THE RIVER ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 25, 1937

16' Roadway (Sta. 0+00 to 10+68.4)(Sta. 101+68.0 to 163+72.9)

1,170	cu. yds.	Crushed Rock Surfacing	$ 2.00	$ 2,340.00
120	cu. yds.	Filler	0.50	60.00
240	yd. mi.	Hauling Filler	0.20	48.00
65	M-Gal.	Sprinkling	2.00	130.00
1.46	miles	Preparation of Base	100.00	146.00
380	cu. yds.	Mineral Aggregate in Place	3.50	1,330.00
20	tons	Cutback Asphalt in Place	30.00	600.00
38	tons	No. 3 Road Oil in Place	30.00	1,140.00
44	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 5,794
			10% Engr. & Cont.	579
			Total	$ 6,373

Length of Roadway	1.464 miles
Length of 1 Bridge	.008 "
Total Length	1.472 "
Cost per mile, Roadway	$ 4,353

18' Roadway (Sta. 0+13.5 to 101+68.0)

1,530	cu. yds.	Crushed Rock Surfacing	$ 2.00	$ 3,060.00
150	cu. yds.	Filler	0.50	75.00
300	yd. mi.	Hauling Filler	0.20	60.00
85	M-Gal.	Sprinkling	2.00	170.00
1.93	miles	Preparation of Base	100.00	193.00
550	cu. yds.	Mineral Aggregate in Place	3.50	1,925.00
30	tons	Cutback Asphalt in Place	30.00	900.00
60	tons	No. 3 Road Oil in Place	30.00	1,800.00
72	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 8,183
			10% Engr. & Cont.	818
			Total	$ 9,001

Length	1.923 miles
Cost per mile	$ 4,680

WPCO Funds Requested:

16' Roadway- - - - - - - - - - - - - - - - - - - -	$ 6,373
18' Roadway- - - - - - - - - - - - - - - - - - - -	9,001
	$ 15,374

	16' Roadway	18' Roadway
Estimated Labor Required	2,000 man-hours	3,000 man-hours
Cost of Labor	$ 1,300	$ 2,000
Cost of Materials	$ 1,200	$ 1,800

	16' Rdwy	18' Rdwy
Labor	1600	3600
Cost of Labor	$ 1100	$ 2400
" " Matls	$ 700	$ 1800

Oregon State Highway Department

U. S. Works Program
Project No. 280

BIBLER RANCH-RAINIER SECTION
OF THE RIVER ROAD IN COLUMBIA COUNTY

(Estimate to accompany revised plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 5, 1937

16' Roadway (Sta. 0+00 to 10+68.4)(Sta. 101+68.0 to 137+40)

630	cu. yds.	1½" - ¾" Rock in Surfacing	$ 2.00	$ 1,260.00
250	cu. yds.	¾" - 0" Rock in Surfacing	2.00	500.00
50	cu. yds.	Filler	0.50	25.00
100	yd. mi.	Hauling Filler	0.20	20.00
50	M-Gal.	Sprinkling	2.00	100.00
0.88	mile	Preparation of Base	100.00	88.00
220	cu. yds.	Mineral Aggregate in Place	3.50	770.00
12	tons	Cutback Asphalt in Place	30.00	360.00
24	tons	No. 3 Road Oil in Place	30.00	720.00
28	tons	Tar in Place	26.00	(Alternate)
		Subtotal		$ 3,843
		10% Engr. & Cont.		384
		Total		$ 4,227

Length of Roadway 0.879 mile
Cost per mile, Roadway $ 4,808

18' Roadway (Sta. 0+13.5 to 101+68.0)

1,370	cu. yds.	1½" - ¾" Rock in Surfacing	$ 2.00	$ 2,740.00
550	cu. yds.	¾" - 0" Rock in Surfacing	2.00	1,100.00
100	cu. yds.	Filler	0.50	50.00
200	yd. mi.	Hauling Filler	0.20	40.00
110	M-Gal.	Sprinkling	2.00	220.00
1.92	miles	Preparation of Base	100.00	192.00
550	cu. yds.	Mineral Aggregate in Place	3.50	1,925.00
30	tons	Cutback Asphalt in Place	30.00	900.00
58	tons	No. 3 Road Oil in Place	30.00	1,740.00
69	tons	Tar in Place	26.00	(Alternate)
		Subtotal		$ 8,907
		10% Engr. & Cont.		890
		Total		$ 9,797

Length of Roadway 1.923 mile
Cost per mile $ 5,094

WPA Funds Requested:

16' Roadway- - - - - - - - - - - - - - - - - -	$ 4,287
18' Roadway- - - - - - - - - - - - - - - - - -	9,797
	$14,084

RECEIVED
JUN 15 1937
FOR FILING

March 5, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany revised plans and specifications for the Bachelor Flat-St. Helens Section, Project No. WPGS 272.

Five bid proposals and five sets of plans are being sent under separate cover.

Please destroy the papers sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 270

BACHELOR FLAT-ST. HELENS SECTION OF THE BACHELOR FLAT ROAD IN COLUMBIA COUNTY

(Estimate to accompany revised plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 5, 1937

1,500	cu. yds.	3" - 1½" Rock in Surfacing	$ 2.00	$ 3,000.00
1,300	cu. yds.	1½" - ¾" Rock in Surfacing	2.00	2,600.00
1,150	cu. yds.	¾" - 0" Rock in Surfacing	2.00	2,300.00
200	cu. yds.	Filler	0.50	100.00
400	yd. mi.	Hauling Filler	0.20	80.00
230	M-Gal.	Sprinkling	2.00	460.00
2.55	miles	Preparation of Base	100.00	255.00
730	cu. yds.	Mineral Aggregate in Place	3.50	2,555.00
34	tons	Cutback Asphalt in Place	30.00	1,020.00
78	tons	No. 3 Road Oil in Place	30.00	2,340.00
92	tons	Tar in Place	26.00	(Alternate)

Subtotal	$ 14,710
10% Engr. & Cont.	1,471
Total	$ 16,181

Length	2.547 miles
Cost per mile	$ 6,352

WPSO Funds Requested- $ 16,181

Labor
Cost of Labor
" " Matls

4000 m
$ 2600
$ 2300

February 25, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bachelor Flat-St. Helens Section, Project No. WPSO 278.

On account of changes in the length of project and amount of work to be done, five sets of revised blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 278

BACHELOR FLAT-ST. HELENS SECTION OF THE
BACHELOR FLAT ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 25, 1937

1,400	cu. yds.	Crushed Rock Surfacing	$ 2.50	$ 3,500.00
100	cu. yds.	Filler	0.50	50.00
100	yd. mi.	Hauling Filler	0.30	30.00
100	M-Gal.	Sprinkling	2.00	200.00
3.72	miles	Preparation of Base	100.00	372.00
1,050	cu. yds.	Mineral Aggregate in Place	4.00	4,200.00
54	tons	Cutback Asphalt in Place	30.00	1,620.00
112	tons	No. 3 Oil in Place	30.00	3,360.00
132	tons	Tar in Place	26.00	(Alternate)
			Subtotal	$ 13,332
			10% Engr. & Cont.	1,333
			Total	$ 14,665

Length	3.717 miles
Cost per mile	$ 3,945

WPSO Funds Requested- -$ 14,665

Estimated Labor Required	4,000 man-hours
Cost of Labor	$ 2,600
Cost of Materials	$ 3,300

February 27, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the bid proposals sent to you previously for the Columbia County Oiling Project, U. S. Works Program Projects Nos. WPSO 278, 279 and 280.

Please change the date of receiving bids to March 12, 1936 and reduce the amount of employment to be secured from the U. S. Employment Service to 6,000 man-hours.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

FORM S-A-1 1500 10-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

X

278-280

January 29, 1936

Hon. J. B. Wilkerson
County Judge
St. Helens, Oregon

Dear Sir:

I am enclosing herewith six copies of an agreement form, one copy of which you and the two commissioners signed during the County Judges' and Commissioners' Convention at Portland. Bids were opened on this project by the Highway Commission January 9 and 10, but the bids were considered too high and the project rejected. This project is again coming up for bids on February 7. I would appreciate it if you and the county commissioners will execute the other five copies of this agreement, secure the signature of the county clerk, and return all copies to the Oregon State Highway Commission, attention of Oscar Cutler. After they are signed by the Highway Commission, one copy will be sent you for your files.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

0

Maint
Highways
County Roads

January 14, 1936

Mr. Oscar Cutler
Assistant Office Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am returning to you herewith five copies of the agreement with Columbia County, covering the maintenance of 8.46 miles of county roads ~~in Columbia County~~, as specifically described in the agreement. This is project No. WPSO 278, 279, and 280

All copies have been signed by the Highway Commission and are being returned to you for further disposal. I am retaining one copy until the minutes have been written up.

1/16/36

Very truly yours,

H. B. Glaisyer, Secretary

HBG:dp
Enc. 5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 279, involving the improvement of 3.2 miles of the Sheeley Bridge Section, Upper Nehalem Road, between a point in the E. 1/2 Sec. 12, T. 4 N., R. 5 W., and a point in the W. 1/2 Sec. 23, T. 4 N., R. 5 W., in Columbia County.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

January 2, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 28, 1935, approved the project statement for Oregon U. S. Works Program Highway Project WPS 278, involving the improvement of 2.7 miles of the Bachelor Flat-St. Helens Road in Columbia County.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jlor

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

January 2, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on December 26, 1935 approved the project statement for Oregon U. S. Works Program project No. WPS 280, involving the improvement of 2.6 miles of the River Road between a point west of the Town of Rainier and a point in Section 1, T. 7 N., R. 3 W., in Columbia County.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Tron

State Highway Engineer

#278

December 24, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. H. Davis

Dear Sir:

In reply to Mr. F. E. Andrews' letter of December 14th, relative to Oregon U. S. Work Program Project WPSO 278, the Bachelor Flat Section in Columbia County, I wish to advise that this project was selected for improvement upon the request and recommendation of the Columbia County Court, who stated that this road was of considerable importance to the county, serving a farm to market population and that they did not and would not have funds for its improvement for some time.

We inspected the road and knew that there were two very sharp curves, but, inasmuch as we understand that the purpose of the funds for improving county roads is in general to improve and reduce maintenance on existing county roads, we recommended the inclusion of this section in the program.

Upon receipt of Mr. Andrews' letter, we took up the matter of making a change in the alignment, as suggested in your letter, with the county court. Inasmuch as this is a county road, the state can not, under the law, expend state funds for its improvement, nor can they purchase right of way.

The county officials advised that they have no funds to purchase new right of way to eliminate the curves, further, that the property owners refused to donate any land, and the county officials stated that roads in their areas are in general of a similar classification to the road proposed for improvement, and that they themselves have oiled a number of roads on similar alignment and people residing along the roads have been well satisfied.

The road in question is not a through road and serves, in general, local traffic only, but is in need of an oil surface, due to the fact that it passes through a farming community. In view of the foregoing, we would recommend that this project be approved and respectfully request your approval of the project.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

[illegible] 193

December 14, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of project statement and abbreviated P.S.& E. papers for Oregon U.S.Works Program Highway project WPSO 278, the Bachelor Flat section in Columbia County.

A project statement inspection of this project shows that between approximately Station 50 and Station 56 are two sharp turns of about 50 ft. radius. The first has a fence corner within three or four feet from the edge of the present surfacing and the second turn is as sharp with vision obscured by a barn which is within 10 ft. of the edge of the present surfacing.

It would appear that the oiling of such turns would tend to increase hazard in that in most cases oiling has a tendency to speed up traffic rather than retard it. We would suggest that the elimination of these two turns, which can be accomplished with about 800 ft. of grading, be given serious consideration. We will withhold forwarding the papers pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

#280

December 24, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Reference is made to Mr. Andrews' letter of December 14th, relative to Oregon U. S. Works Program Highway Project WPSO 280, the Dibblee Ranch-Rainier Section, Columbia County. Mr. Andrews mentions in his letter three right angle turns of about 50° radius, which he suggests should be eliminated. This particular project was recommended to your Department for approval upon the recommendation of the county officials and was inspected by our engineers and recommended by them, as it was considered to be a farm to market road, serving local traffic principally through a small farming district, and the improvement would be of material benefit to the small farms.

The matter of reducing the turns was taken up with the county court, who stated they did not have funds to purchase right of way and that the people refused to donate any additional land, and that inasmuch as most of the roads in their county of this classification which they had oiled contained sharp turns, they stated they would be satisfied with the road as it now exists if it was oiled. We, therefore, recommended to your office the oiling of this road, inasmuch as we felt that it was not a through road but served local traffic generally, and we would, therefore, respectfully request that this project be approved by your office.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 14, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of project statement papers and abbreviated P.S.& E. papers for Oregon U.S.Works Program Highway project WPSO 280, the Dibble Ranch-Rainier section in Columbia County.

A project statement inspection of this route shows three right angle turns of about 50 ft. radius. On one of these turns a small house would be involved in flattening, but on the westerly two, no buildings are involved.

It is our belief that these turns should be flattened before they are oiled and as there is apparently no provision made in the estimate for such work, we request that serious consideration be given to the flattening of the curves in order to eliminate what will undoubtedly prove a hazard to traffic.

All papers will be held in this office pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

DEC 24 1935

December 23, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon U. S. Works Program Highway Project No. WPSO 278, the Bachelor Flat Section of the Bachelor Flat Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Approval of this project is conditioned upon a written statement being furnished from the WPA that relief labor is available.

Concurrence in award will be withheld pending approval of the project statement.

Approval is also subject to the condition that the usual detailed plans be furnished prior to payment of the final voucher.

The necessary county maintenance agreement should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon WPSO 280, the Dibble Ranch-Rainier section of the River Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer.

Approval is also conditioned upon your securing a written statement from the State representative of the W.P.A. that relief labor is available for this project.

Detailed plans should be furnishedprior to payment of the final voucher.

The necessary county maintenance agreement should be furnished with the project agreement estimate.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

December 10, 1935

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Dibblee Ranch-Rainier Section, River Road, to which has been assigned number WPGS 200. We are likewise enclosing five copies of project statement.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 280

[illegible] RANCH-RAINIER SECTION OF THE RIVER ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1935

1,500	cu. yds.	Crushed Rock Surfacing	$ 1.50	$ 2,250.00
150	cu. yds.	Filler	0.40	60.00
150	yds. mi.	Hauling Filler	0.20	30.00
150	M-Gal.	Sprinkling	1.50	225.00
850	cu. yds.	Mineral Aggregate in Place	3.00	2,550.00
54	tons	Cutback Asphalt in Place	29.00	1,566.00
48	tons	No. 3 Road Oil in Place	29.00	1,392.00
57	tons	Tar in Place	25.00	(Alternate)
			Subtotal	$ 8,073.00
			10% Engr. & Cont.	807.30
			Total	$ 8,880.30

Length	2.599 miles
Cost per mile	$ 3,416.82

WPSO Funds Requested- $ 8,880.30

Estimated Labor Required	4,400 man-hours
Cost of Labor	$2,700.00
Cost of Materials	$2,000.00

RECEIVED
JUN 15 1937
FOR FILING

December 10, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Bacheler Flat-St. Helens Section, Bacheler Flat Road, to which has been assigned number WPGH 278. We are likewise enclosing five copies of project statement.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

PROJECT STATEMENT

Oregon State Highway Department

U. S. Works Program
Project No. WPSO 278

BACHELOR FLAT-ST. HELENS SECTION OF THE

BACHELOR FLAT ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 10, 1935

750	cu. yds.	Crushed Rock Surfacing	$ 1.50	$ 1,125.00
80	cu. yds.	Filler	0.40	32.00
80	yd. mi.	Hauling Filler	0.20	16.00
80	M-Gal.	Sprinkling	1.50	120.00
950	cu. yds.	Mineral Aggregate in Place	3.00	2,850.00
60	tons	Cutback Asphalt in Place	29.00	1,740.00
55	tons	No. 3 Oil in Place	29.00	1,595.00
65	tons	Tar in Place	25.00	(Alternate)
			Subtotal	$ 7,478.00
			10% Engr. & Cont.	747.80
			Total	$ 8,225.80

Length 2.714 miles

Cost per mile $ 3,030.87

WPSO Funds Requested- $ 8,225.80

Estimated Labor Required 3,800 man-hours
Cost of Labor $ 2,350
Cost of Materials $ 2,300

STATE Oregon
PROJECT NO. [illegible]
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

RECEIVED
JUN 15 1937
FOR FILING

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 10, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Dibblee Ranch-Rainier Section, River Road
2. Between ~~control points of official description:~~ a point in S. ½ Sec. 1, T. 7 N., R. 3 W., and a point in S. E. ¼ Sec. 17, T. 7 N., R. 2 W.
3. Between intermediate control points if used: ______ and ______

County of Columbia

4. Length in miles (gross) 2.6 (net) 2.6
5. Preliminary estimate of cost: Total, $8,900; section of road to be first improved, $8,900, of which $______ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

______
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

______

8—3078

PROJECT NO.
STATE

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following

sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By
As Chairman
(Title of officer.)

By
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

STATE Oregon

PROJECT NO. WPH 278
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) December 10, 1935

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its Oregon State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Bachelor Flat-St. Helens Section, Bachelor Flat Road
2. Between control points or official description: a point on line between E½, Sec. 12, T. 4 N., R. 2 W. and W½, Sec. 7, T. 4 N., R. 1 W. and a point at city limits of Rainier in S.½, Sec. 5, T.4 N., R 1W
3. Between intermediate control points if used: and

County of Columbia

4. Length in miles (gross) 2.7 (net) 2.7
5. Preliminary estimate of cost: Total, $ 3,200; section of road to be first improved, $ 3,200

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)

(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

2—2073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 173, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project:

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

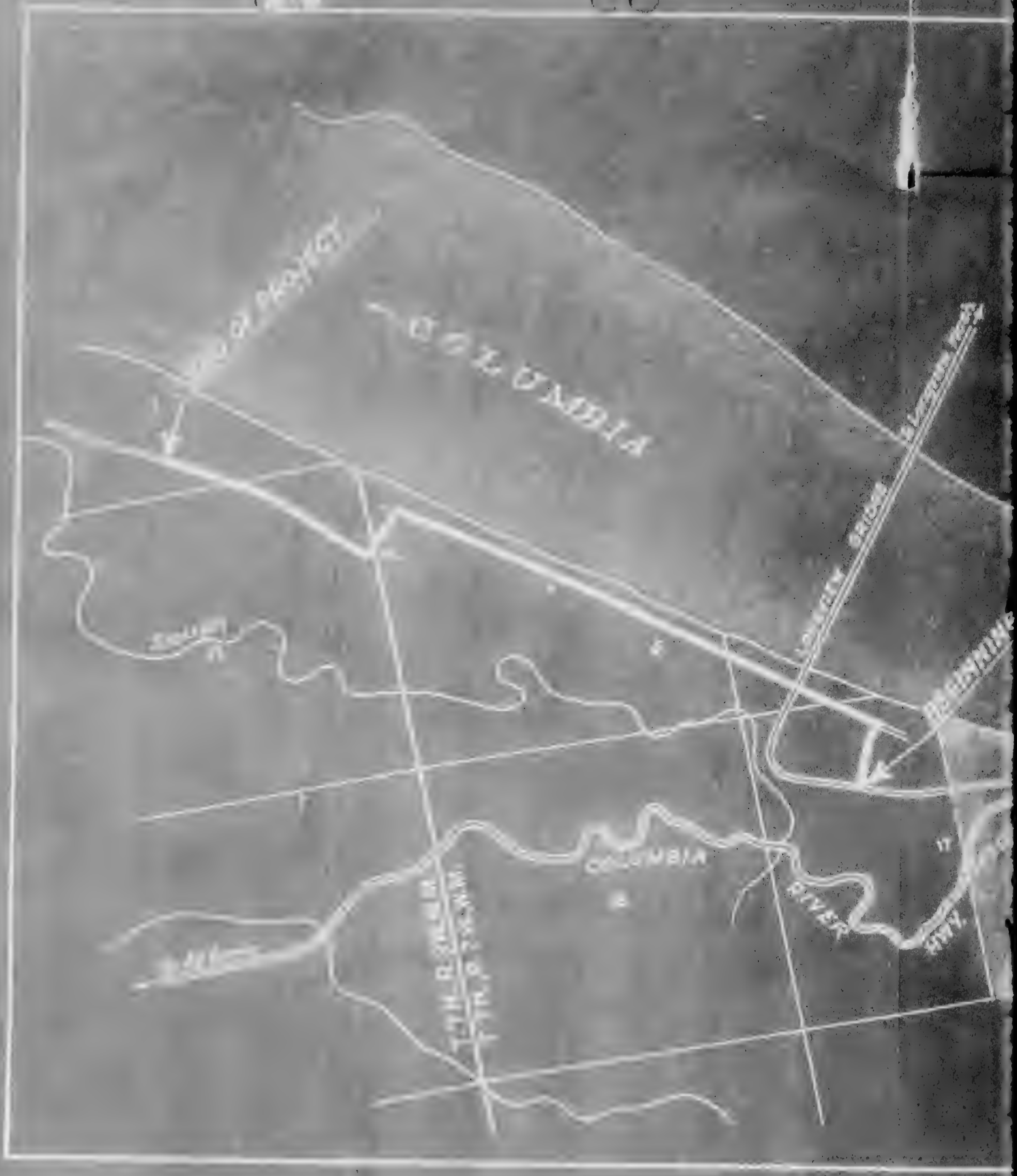
As Chairman
(Title of officer.)

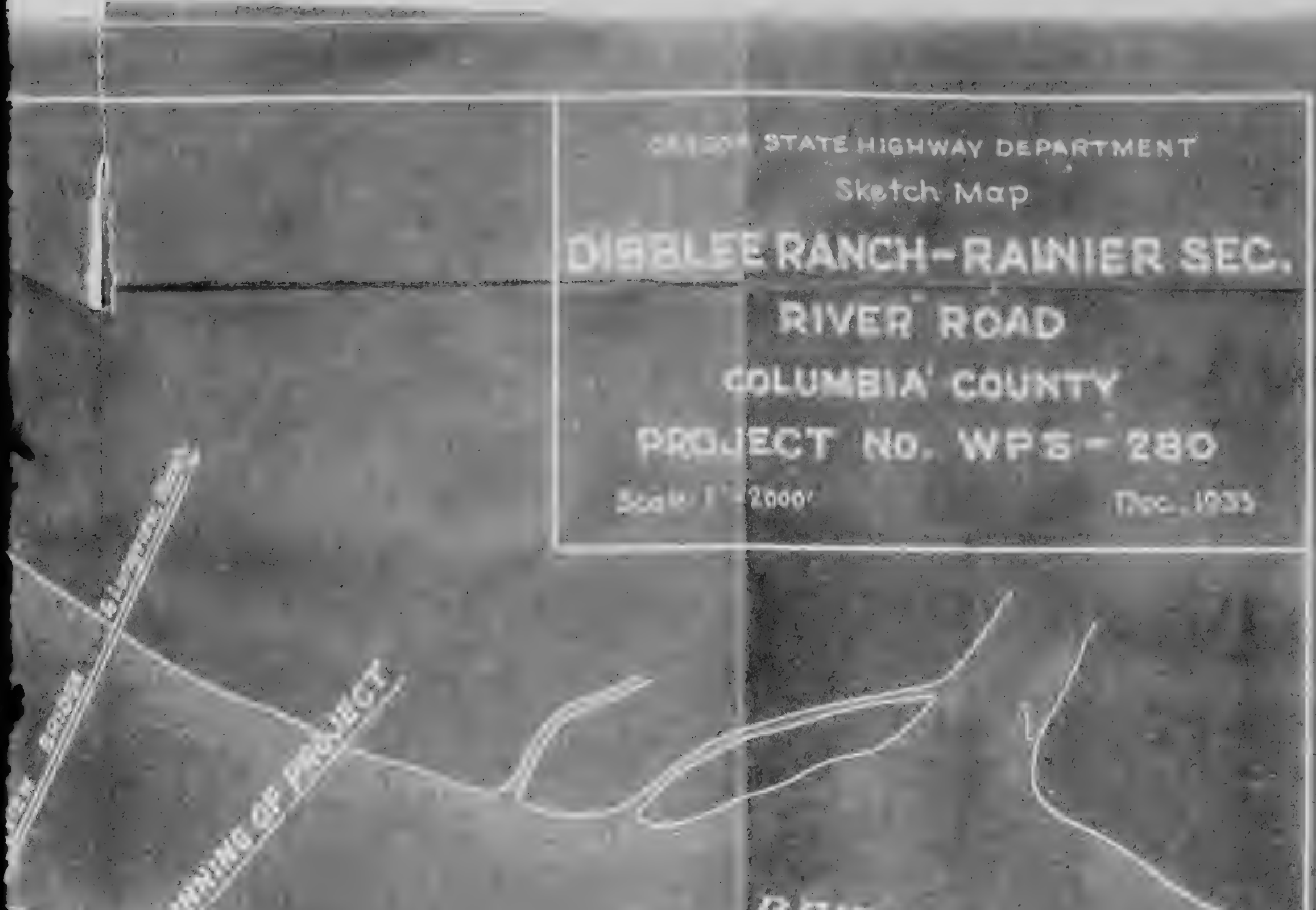
By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)


OF PROJECT
COLUMBIA
LONGVIEW BRIDGE
BEGINNING
COLUMBIA
RIVER
HWY.
T.7 N. R.3 W.
T.7 N. R.2 W. W.M.
17



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

DIBBLEE RANCH - RAINIER SEC.

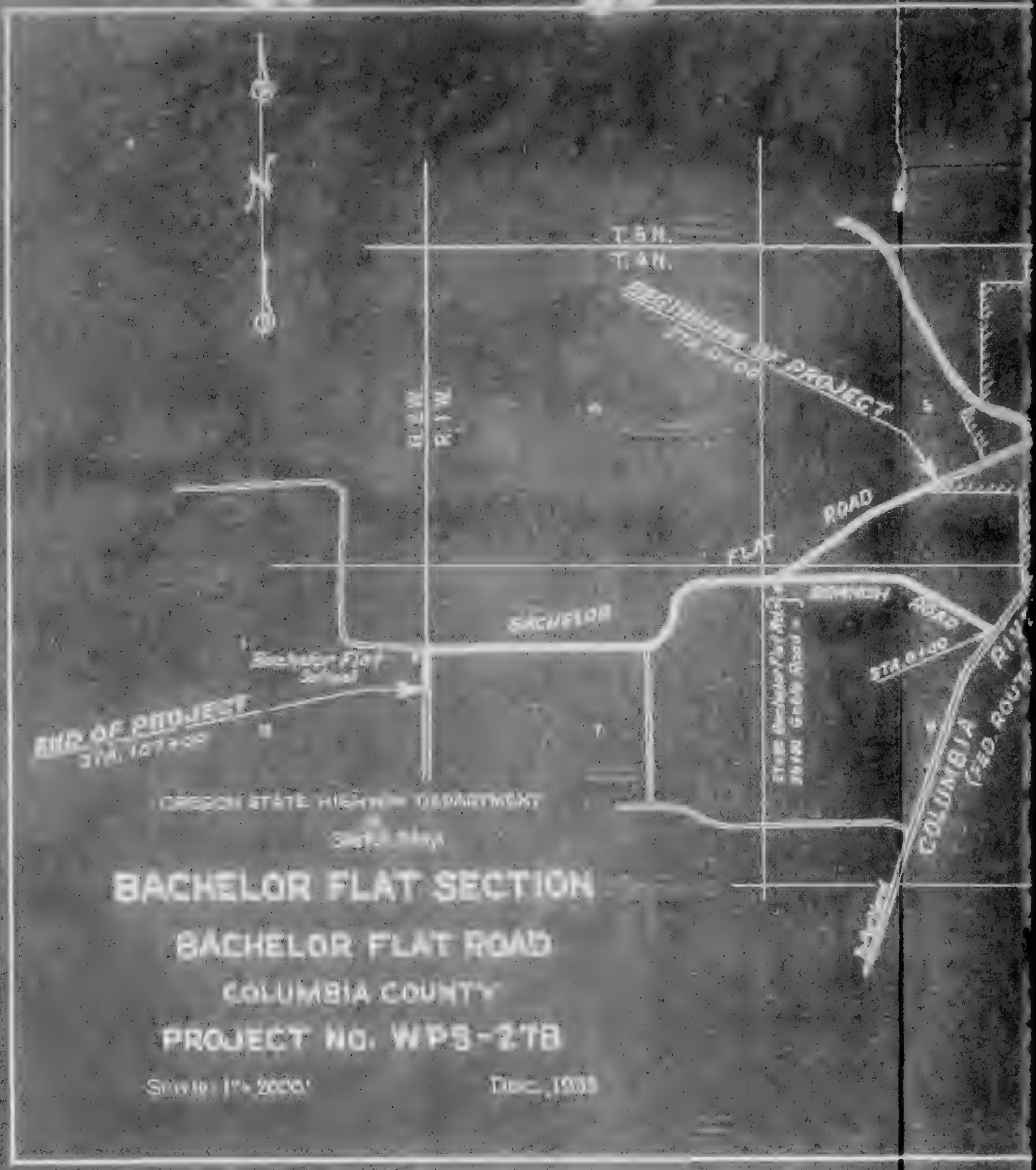
RIVER ROAD

COLUMBIA COUNTY

PROJECT No. WPS - 280

Scale: 1" = 2000'

Dec., 1935



OREGON STATE HIGHWAY DEPARTMENT

[illegible]

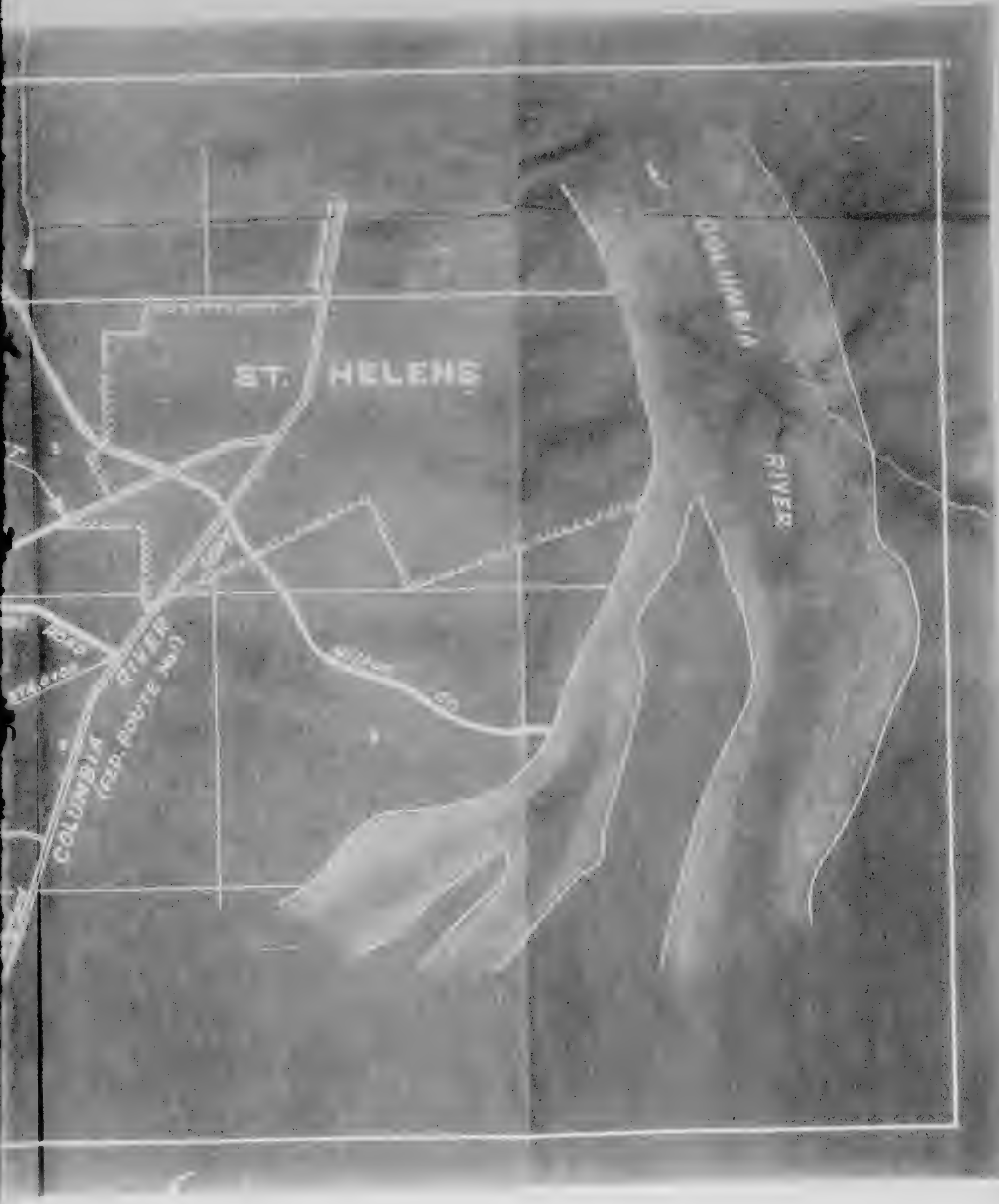
BACHELOR FLAT SECTION

BACHELOR FLAT ROAD

COLUMBIA COUNTY

PROJECT NO. WPS-27B

Scale: 1" = 2000'　　Dec., 1935


ST. HELENS
COLUMBIA RIVER
COLUMBIA RIVER
(FED. ROUTE

ON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary
or Feeder Roads to be Improved with Relief Funds Provided
Under Federal W. P. A. Program, 1936

Date December 6, 1935.

Columbia County. Federal Classification and Number [illegible] 380.

Name of section proposed for improvement Rainier-Dibblee Beach

located between Rainier

and Dibblee Beach

on county road extending

from Rainier along Columbia Hiway

to Dibblee Beach.

Type of improvement proposed Resurface and Oil Mat

1. Are employable relief workers available? Yes

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, and heavy trucks

6. Traffic density 80 passenger cars, 10 light trucks, 4 heavy trucks

7. How will proposed improvement be maintained? By Columbia County by agreement with Oregon State Highway Commission

R. H. BALDOCK

Columbia County. Federal Classification and Number [illegible] 380.

Name of section proposed for improvement Rainier-Bibles Beach

located between Rainier

and Bibles Beach

on county road extending

from Rainier along Columbia River

to Bibles Beach.

Type of improvement proposed Resurface and Oil Mat

1. Are employable relief workers available? Yes

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks, and heavy trucks

6. Traffic density 80 passenger cars, 10 light trucks, 4 heavy trucks

7. How will proposed improvement be maintained? By Columbia County by agreement with Oregon State Highway Commission

R. H. BALDOCK
State Highway Engineer

By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

[illegible]GON STATE HIGHWAY COMMISSION

Questionnaire Form
to Accompany Project Statement for Secondary or Feeder Roads to be Improved with Relief Funds Provided Under Federal W. P. A. Program, 1936

Date **December 6, 1935**.

Columbia County. Federal Classification and Number **WPSO** 278.

Name of section proposed for improvement **Bacheler Flat Road**

located between **St. Helens**

and **Bacheler Flat**

on county road extending

from **St. Helens**

to **Bacheler Flat**.

Type of improvement proposed **Resurface and Oil**.

1. Are employable relief workers available? **Yes**.

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? **Yes**.

3. Does proposed improvement connect with previously improved county roads or state highways? **Yes**.

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? **Yes**.

5. What is the character of traffic using the road or section proposed for improvement? **Passenger cars, light trucks hauling farm produce, wood, etc.**

6. Traffic density **80 passenger cars, 15 light trucks (estimated)**

7. How will proposed improvement be maintained? **By Columbia County by agreement with Oregon State Highway Commission**

Date ______

Columbia County. Federal Classification and Number WPSS 278.

Name of section proposed for improvement Bachelor Flat Road

located between St. Helens

and Bachelor Flat

on county road extending

from St. Helens

to Bachelor Flat.

Type of improvement proposed Resurface and Oil

1. Are employable relief workers available? Yes

2. Does proposed improvement connect farming areas with other transportation facilities, community centers, churches, etc.? Yes

3. Does proposed improvement connect with previously improved county roads or state highways? Yes

4. Will the proposed work result in a substantial improvement, reduce traffic hazards, and reduce maintenance? Yes

5. What is the character of traffic using the road or section proposed for improvement? Passenger cars, light trucks hauling farm produce, wood, etc.

6. Traffic density 80 passenger cars, 15 light trucks (estimated)

7. How will proposed improvement be maintained? By Columbia County by agreement with Oregon State Highway Commission

R. H. BALDOCK
State Highway Engineer
By Oscar Cutler

Oscar Cutler
Asst. Office Engineer

CONTRACT# 1862

Rocky Point Section, Col. R. Hwy.

1962

RECEIVED
JAN 8 1938
FOR FILING

#1962

171 a

January 7, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1962, for the construction of the Rocky Point Section of the Columbia River Highway in Multnomah County, has been completed by the contractors, Oregon Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 17, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $85,601.25, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form 338—5M—11-35

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

171a

For Week Ending Dec. 4, 1937

Section Rocky Point

Kind of work Grading and Paving

Highway Columbia River

Section prefix 26 - 1126

Contractor Oregon Contracting Co.

Contract number 1962

Date of contract March 26, 1937

Date of completion October 31, 1937

Date work started April 5, 1937

Estimated date of completion October 31, 1937

Amount of contract $ 86,366.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 83,645.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 7802, %

Date project was completed October 31, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Telephone company setting poles on new location along railroad No signs of setting wire netting guards as yet . However the work has not progressed far enough to tell whether they intend to set the netting guard or not, Next week should tell.

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

RECEIVED
DEC 6 - 1937

Signed L W Franklin Res Engr

Address 1436 S.W. montgomery Portland Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

605 WEATHERLY BLDG.
Nov. 24, 1937

IN REPLY PLEASE REFER TO FILE NO.
26-1126

171-2

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Order for State Force Work to reconstruct cable guard fence on the Rocky Point Project.

Mr. Collins, who placed this fence, said he could reconstruct it for 85¢ a foot, but I believe our crew can do it for less next spring.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DF
CC R. H. Baldock
Encl.

FORM 9-A-1 9M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 30 1937
OREGON
STATE HIGHWAY COMMISSION

FOR FILING
171-a

605 Weatherly Bldg.
October 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: M. C. Smith

Dear Sir:

171-a

On October 27th, I examined the Rocky Point Grading and Paving job and the Ross Island Bridge-Schiller Street job with Mr. Tom Davis and he approved both jobs with the exception of some small items of clean-up which will be finished this week.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
Engineer

FORM 9-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

171-Q

July 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: N. C. Smith

Dear Sir:

Your letter of July 17th received asking me to take the Secretary of the St. Helens Chamber of Commerce over the Rocky Point job and explain to him the provisions for handling traffic.

I wrote Mr. Baldock Saturday concerning this same complainant. Our shooting is practically finished at Rocky Point and we think there will be no more delays on this score. This complaint is the first one that I have received this year and there have been a number who have complimented Mr. Franklin on the provisions for traffic this year.

I have asked Mr. Skelton to see the Secretary today and take care of any suggestions for minor improvements he may make and I, on my return in about a week, will call on the Secretary. However, I think the conditions he complained about will not recurr this year.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

RECEIVED
JUL 20 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. B. McCullough

RECEIVED
JUL 13 1937
FOR FILING
171-a

July 10, 1937

Mr. R. R. Hankins, Secretary
St. Helens Chamber of Commerce
St. Helens, Oregon

Dear Mr. Hankins:

We will give our immediate attention to the matter of the blockading of the detour at Rocky Point as the result of blasting at that point.

Very truly yours,

State Highway Engineer

[illegible]
cc Mr. H. G. Smith
Mr. E. A. Collier

SAINT HELENS - OREGON'S PAYROLL CITY

CHAMBER OF COMMERCE

R. R. HANKINS, Secretary

ST. HELENS, OREGON

6-30-37

RECEIVED
JUL 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock,

It has been called to the attention of this organisation that the detour at Rocky Point is being repeatedly blockaded by rock as the result of blasting at that point.

We do not expect the road to be kept entirely open at all times yet we have had complaints yesterday and today of approximately one-hundred cars being held up from thirty to thirty-five as a result of this blasting. We are wondering if there is not something which might be done in order to prevent this happening so frequently.

Yours very truly,
ST. HELENS CHAMBER OF COMMERCE

R. R. Hankins
R. R. HANKINS
SECRETARY

A FEW CONCISE FACTS ABOUT ST. HELENS

●

29 Miles Northwest of Portland, on the lower Columbia River Highway.
County Seat of Columbia County
Population 4,500
A City of Homes, Schools, and Churches
Water, Rail, and Highway Transportation Facilities; On Portland - Seattle Air Route
Ideal Climate
Fishing and Hunting
Golfing, Boating, Swimming

●

Institutions:
3 Public Schools
1 Parochial School
9 Churches
Bank
Public Library
Modern Hospital
Paid Fire Department
Weekly Newspaper

●

Industries:
Lumbering and Logging
Dairying and Farming
Manufacturing, Etc.
Fishing

●

Manufacturing Plants:
Lumber Mills
Pulp and Paper Mill
Fir - Tex Insulating Board Company
Paper Bag Factories
Wood Products Company
Creosoting Plant
2 Creameries

●

Within a few miles of enormous Iron Ore and Lignite Coal Deposits

■

St. Helens beckons with opportunity for the Manufacturer, the Home Builder, the Investor with large capital, the Diversified Agriculturist and the Dairy and Poultry Man.

FORM 5-A-1 5M 2-37

[redacted]

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

XXXXXXXXXXXXXXXXXX
Portland, Oregon

April 17, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 22 1937
FOR FILING
171-a

RECEIVED
APR 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. M. Probert

OTED
Highway Engineer

Dear Sir:

The following copy of a letter was received from L. W. Franklin on April 9th, regarding the beginning of work on the Rocky Point Section of the Lower Columbia River Highway, Contract No. 1962:

> "Mr. W. M. Lynch
> District Engineer U.S. Bureau of Public Roads
> Portland, Oregon
>
> In confirmation of our telephone conversation of April 5th, work on Federal Project No. 171A started on that date (April 5th, 1937). Ten men were on the job clearing and grubbing the right of way."

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓

RECEIVED
APR 17 1937
FOR FILING

171-a

April 16, 1937

OREGON CONTRACTING COMPANY
10609 N. E. Sandy Boulevard
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 1962 which was awarded to you on March 26, 1937, for the grading and paving of the Rocky Point Section of the Columbia River Highway, in Multnomah County.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

RECEIVED
FEB 9 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 1937
FOR FILING

Const.
Projects
Primary

Portland, Oregon
February 8, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: R. G. Smith

Dear Sir:

Your letter of February 5th at hand, concerning specification for Rocky Point Section for re-erection of wire screens. The map prepared a year or so ago shows the present location of the wire guards and the proposed new location. I suggest that on Page 2 of the Special Provisions, under Special Items of Work, paragraph 2, we use the word "re-erect" in place of the word "salvage" and that the next to the last paragraph on Page 2 be changed to read:

> "Poles, wire netting, and other materials in the wire netting guards shall be re-erected on a location 25 feet from the centerline. Any new material required to leave these guards in as good condition as at present shall be furnished by the contractor."

It is probable the contractor may wish to move these screens back, one pole at a time without taking the guard down, in order to protect the telephone lines from his own blasting.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

FORM 3-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
January 30, 1937

RECEIVED
FEB 9 1937
FILED

Const
Project
Preliminary

RECEIVED
FEB 3 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Re: Rocky Point Specifications

Dear Sir:

Tentative agreement with the City Motor Trucking Company provides for re-installation of the wire screen guards for telephone lines. Our specifications simply provide for salvaging. Should they not cover also re-erection, if we are obligated to do this under our agreement with the present owners?

Plans, as sent in, provide for an 8-inch perforated metal pipe to drain a spring. This was omitted on the plan and we would like to have this item included. It is also possible that some other spring might be encountered which we would need to drain with this type of pipe. It is possible that a 6-inch perforated spiral pipe would be satisfactory for this purpose.

Specifications oiling the detour provide for use of 3/4"-0 material. It is very difficult to secure a decent job of oiling with this size material, as the dust immediately cuts loose the larger particles. I suggest that we specify 3/4"-1/4" material with sand to be applied after the rolling, in accordance with our standard practice.

NOTED
State Highway Engineer

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

P.S. Your letter of January 29th received, stating that you wish to advertise the contract as written. I can handle the above items during construction.

E. A. C.

EAC:DP
CC R. H. Baldock

FORM 8-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 11 1937
FOR FILING

Current
Project
Primary

January 29th, 1937

Mr. L. A. Collier
Division Engineer
State Highway Dept.
7720 S. E. 13th Ave.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the underpass for the City Motor Trucking Co. on the Rocky Point Section.

I beg to advise that the bridge department is unwilling to increase the height of the headwalls, as their design of the wing walls will not permit it without excessive cost, and they are unable to see any benefit as the radius of the curve will be determined by the toe of the fill at the end of the 45° wings.

They are redesigning the tunnel for one 45° wing on the southeast corner which will permit the curve which Mr. Yett requests. I can see no use in placing a 45° wing on the northeast corner, as Mr. Yett's plant is not in that direction. If there is any reason of which I have not been informed, please advise.

Mr. Yett will be expected to pay one-half the cost of this change, which for one wing will amount to $55.00 for his proportion.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 1 1937
FOR FILING

Const
Projects
Primary

January 29th, 1937

Mr. E. E. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

NOTED

Dear Sir:

In regard to the substitution of corrugated iron pipe for concrete pipe on certain portions of the Rocky Point Section.

We prefer that the contract be advertised as written and you make the substitutions in the field by price agreement. It is desired to advertise this job on one type of pipe only in order to afford more competition between the manufacturers of concrete pipe.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 5M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

RECEIVED
FEB 1 1937
FOR FILING

Const. Project Primary

RECEIVED
JAN 29 1937
DIVISION

IN REPLY PLEASE REFER TO FILE NO.

Portland, Oregon
January [illegible], 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Is is noted that plans for the Rocky Point Section provide for all concrete pipe. Mr. Franklin and I would prefer corrugated iron pipe for approach roads, on account of the difficulty of securing sufficient cover for concrete pipe. We would also prefer corrugated pipe for the 18-inch culvert, 62 ft. long, at Station 406+95 and the 15-inch extension, 24 ft. long, at Station 410-54, for the reason that each of these last two mentioned culverts will come from cut out into rather heavy fill and I think there is less danger of parting the culvert, due to the slight settlement of the fill, if metal is used rather than concrete. If it is not too much bother, suggest that these changes be made now that the job has been postponed.

We can, of course, secure metal pipe by Price Agreement afterwards, but think it would be better to get it in the original plan.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

NOTED

FORM 8-A-1 5M 7-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

RECEIVED
FEB 1 1937
FOR FILING

Coast
Projects
Primary

JAN [illegible] 1937

In Reply Please
Refer to File No.

Portland, Oregon
January 26, 1937

Mr. Porter W. Yett
43 S. E. Salmon St.
Portland, Oregon

Dear Sir:

I have advised Mr. Smith as follows:

(1) The City Motor Trucking Company consents to the State use of 25 ft. of extra right of way width for the detour road for a period of time not exceeding 120 days.

(2) The State will re-design the east end of the 10 x 10 tunnel, so that wing walls will be at a 45° angle and further will attempt to shorten the tunnel at that end by planning higher head wall and wings.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
J. M. Devers

NOTED

FORM 8-A-1 5M 7-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

RECEIVED
FEB 1 1937
FOR FILING

Const
Projects
Primary

RECEIVED
JAN 29 1937
STATE HIGHWAY COMMISSION

~~XXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
January 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of January 27th received, concerning vibratory tamper. In the Rocky Point Special Provisions, Page 23, we specify "electrically operated vibratory spade or tamper".

Dexter Smith, on the Union Avenue Viaduct, says the electrically driven ones are not nearly as good as the gas driven Mall tampers. I, therefore, suggest that the words "electrically operated" by cancelled and the word "a" be used instead, making the sentence read: "All concrete used in the construction of the pavement shall be compacted by means of a vibratory spade or tamper". Furthermore, electric power would be quite inconvenient to secure on a paving job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JAN 25 1937
FOR FILING
171-a

January 23rd, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to the Rocky Point Unit of the Columbia County Line-Portland Section, Federal Aid Project No. 171-A, on which unit bids were to be received on February 4th, 1937.

At the time the budget was prepared the amount of $15,000 for the Jackson Creek-Multnomah County Line Section in Columbia County was set up for the purpose of eliminating the 18°-22° reverse curves at that place, and on account of its small size it was felt desirable to include the project with the Rocky Point Unit. Upon further study of the location, however, it was felt that a more serious attempt should be made to obtain the original line proposed parallel to the railroad through the edge of the Scappoose cemetery; and consequently, the Jackson Creek-Multnomah County Line Section was eliminated from the project. We feel that the line can be placed parallel to the railroad without damaging the cemetery and have suggested several alternate schemes for enlarging the cemetery in other directions, but since it is a private cemetery, owned by two very old ladies, we are having a great deal of difficulty in our negotiations. The right of condemnation through a cemetery is uncertain and untried; and therefore, it has been considered advisable to withdraw the Rocky Point Unit from the February 4th letting in order to have more time to give consideration to the Jackson Creek-Multnomah County Line Section, as it would be extremely uneconomical to let that small section as a single project.

It is anticipated that a decision can be made prior to the March letting, and there will be no delay in actually doing the work, as weather conditions permit little work being done in this vicinity before June.

Very truly yours,

R

State Highway Engineer

CONTRACT# [redacted] 1963

PR 103 Shaniko Sec., Sherman Hwy. 1936

1963

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, [illegible]
F. L. TOU VELLE, [illegible]
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JAN 11 1939
FOR FILING

7C-103

RECEIVED
JAN 10 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

January 9th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Attached hereto is a detailed report on the Joplin & Eldon Contract No. 1963, Shaniko Surfacing Project on the Sherman Highway. This in answer to your letter of November 28th.

In this report are letters from the following men:

Harry A. Young
W. E. Hansen
Ed Risen
R. R. Kelley
Clyde Hearing
Don C. Layton
Glenn E. Wallace

This entire report is approved in this office with the possible exception of the engineering for December 1937 and February 1938 mentioned in Mr. Cooper's letter. I might advise that this was office work and had the job been completed on the date specified in the contract, September 15, 1937, it is entirely possible that this work would have all been done and would have been done in the office after the original date of completion.

I think the important part of this whole thing is the fact that, according to Mr. Cooper's report, the average production of the plant was very little different before or after the strike, but that after the strike the plant only worked one shift per day while before it worked two shifts.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encls.

cc-Mr. R. H. Baldock ✓

FORM 3-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 8 1938
FOR FILING
103

December 6th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Concerning the inspection of engineering charges on the Joplin & Eldon contract on the Shaniko surfacing project, please note the attached letter from Mr. Cooper.

It will take some little time to get accurate information but we will hurry it along as fast as possible.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓
Mr. Forrest Cooper

1 Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

7a 103

NOTED
C. B. McCullough

November 28th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Herewith copy of a letter from Joplin & Eldon protesting against the engineering assessment on Contract No. 1963, Shaniko Section of the Sherman Highway in Wasco County.

Will you kindly report on the delays which they feel were incurred by sabotage practices during the remainder of the job after the strike.

It is my remembrance that these contractors were very slow in starting the job after the contract was awarded and delayed several months before any actual progress was made. Will you also kindly advise whether the oiling was started promptly after the surfacing was completed. It is my recollection that there was some delay in organizing their oiling forces.

Also, please advise the reason for the engineering expenses during the months of December and February, giving any bearing which they may have on the contractors' time. The Bureau of Public Roads, of course, assumes that any expense incurred between the original and new dates of completion would have been unnecessary if the contract were completed on time. This, I believe, is a fair way to arrive at the additional expense caused by the delay, but there may have been some work, such as setting right of way posts, which had no bearing on the contract which you took the opportunity to do during December and February, and which could possibly be eliminated from the contractors' charge. If so, give a complete explanation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Forrest Cooper

NOTED
C. B. McCullough

RECEIVED
SEP 8 1938
FOR FILING
Fa 103

#1963

August 30, 1938

General Casualty Company of America
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1963 for surfacing and oiling the Shaniko Section of the Sherman Highway in Sherman County has been completed by the contractors, Joplin and Eldon, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $44,616.65, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RA:AM

RECEIVED
AUG 9 1938
FOR FILING

70 103

August 8, 1938

General Casualty Company of America,
Seattle, Washington.

Attention: Mr. S. L. Gatelli.

Gentlemen:

Receipt is acknowledged of your letter of August 6th concerning the Joplin & Elden Contract No. 1965, Shaniko Section in Wasco County.

You are advised that this contract was completed May 27, 1938, and was accepted July 20, 1938. The final payment has not been made. The retained percentage is $1,364.86.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1963

RECEIVED
AUG 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

August 6, 1938

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

Re: Bond 14381-A - Joplin & Eldon
contract for surfacing and oiling
Shaniko Section of the Sherman
Highway, Wasco County, Oregon

This is contract number 1963. In a status report signed by you on June 8, you stated that this work was completed and accepted on May 27, 1938, but that the final payment had not been made. Will you please let us know if you have made this final payment and what the total contract price, including extras, amounted to. We greatly appreciate this information, and a stamped envelope is attached for your reply.

Very truly yours,

S. L. Catelli
Surety Department

S. L. Catelli
eda-encl.

FORM 3-A-1 6M 3-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 5 1938
FOR FILING

RECEIVED
AUG 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

1.0.3

IN REPLY PLEASE REFER TO FILE NO. 33-1004

Madras, Oregon
August 3, 1938

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

With reference to the bill for engineering services to be charged to Joplin & Eldon which you submitted to me for checking.

I find numerous items on this bill that are in error. I have changed the time to agree with my records and believe that it should be rechecked in your office and a new bill prepared for submission to the contractor.

I am returning all copies of the bill and summary.

Very truly yours,

Forrest Cooper

Forrest Cooper
Resident Engineer

FC:fh
CC: W. E. Chandler

RECEIVED
JUL 8 1938
FOR FILING
103

July 7, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 1st, concerning Price Agreement No. 1, in connection with the Sherman County Line-Cow Canyon Project, Project No. 103. The crushed rock to which this price agreement applies is intended for use in connection with maintenance operations, and, therefore, is not eligible for federal cooperation. The agreement should not have been sent to you for approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY COMMISSION

July 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of four copies of Price Agreement No. 1, providing for payment of 2,061 C.Y. of 3/4" - 0 crushed rock in stockpile on Oregon Federal Aid Project No. 103, Sherman County Line-Cow Canyon section of the Sherman Highway.

Please advise as to whether this material has been incorporated in the work, or was stockpiled for maintenance purposes, so that the eligibility for Federal Aid may be determined.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

HENRY F. CABELL, CHAIRMAN
E. B. ALDRICH
F. C. TOU VELLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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JUL 5 1938
FOR FILING

103

June 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your request for an extension of time to Joplin & Eldon, contractors on Oregon Federal Aid Project No. 103, the Sherman County Line-Cow Canyon section of the Sherman County Highway, from September 15, 1937, to June 15, 1938, subject to the contractor being assessed the engineering cost except for 3-1/2 days' extension without penalty due to time lost because of a strike.

We have been advised that work was completed on May 27, 1938. We will recommend for approval the extension as requested, to the date of completion of the work.

Very truly yours,

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

103

IN REPLY PLEASE
REFER TO FILE NO.

June 11th, 1938

Mr. B. E. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Will you kindly concur in an extension of time to Joplin & Elden, contractors on the Shaniko Section of the Dalles-California Highway, Contract No. 1963, WPHP Nos. 278 and 280, from September 15th, 1937 to June 15th, 1938.

This extension is requested subject to engineering costs except 3½ days' loss of time due to a strike.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

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JUN 13 1938
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#1963

June 11, 1938

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Joplin & Eldon on Contract No. 1963, Shaniko Section of the Sherman Highway in Sherman County. This payment will be made on or after June 21, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form 338—5M—7-36

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FA 103

For Week Ending June 4,1938

Section Shaniko

Kind of work 33-1004

Highway Sherman

Section prefix 33-1004

Contractor Joplin & Eldon

Contract number 1963

Date of contract March 26,1937

Date of completion Sept.15,1937

Date work started May 17,1937

Estimated date of completion May 27,1938

Amount of contract $46,956.00

Per cent of time elapsed All %

Estimated cost of completed project, exclusive of engineering $45,499.10

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3,400.00, 7.47 %

Date project was completed May 27,1938.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job complete. Final records complete except one price agreement that shoule be returned to me from the contractor within the next day or two. Final records will be turned in tb the Division Engineer on Monday or Tuesday of next Week.

Final Report

JUN [illegible] 1938

H. G. SMITH

Signed Forrest H Cooper

Address Madras, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.53		4.83	
Miles partially completed					
Miles completed		4.53		4.83	
Total estimated quantities		22,500		3,700	
Estimated quantities moved or placed to date		21,645 ~~22,000~~		3,346	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 10 1938
FOR FILING

103

#1963

May 28, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Mr. Chandler:

I am handing you herewith copy of a letter from Joplin & Eldon requesting an extension of time to June 15 on their contract, No. 1963, Shaniko Section.

Please advise your recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

May 26, 1938

Joplin & Eldon
Box 5686, Kenton Station
Portland, Oregon

Attention: Mr. C. J. Eldon

Gentlemen:

We are returning herewith your letter of May 25, requesting an extension of time to June 15, 1938, on your contract No. 1963, Shaniko Section of the Sherman Highway, in Sherman County.

You are advised that your application of September 8, 1938, for an extension of time to October 30, 1937, on this contract was not presented to the Highway Commission for consideration, for the reason that it was known at the time that the contract would not be completed by this date.

Will you therefore kindly submit a new application requesting an extension of time from September 15, 1937, to June 15, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - W. E. Chandler

FORM 2-B-1 500 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
15 1937
OREGON
WAY COMMISSION

Dec. 3 —

er 14

Hold - Get extension to later date

Concerning the application of Joplin & Eldon, Contractors on the Shaniko section of the Sherman Highway, Contract #1963, we wish to recommend as follows:

That the contractors' time be extended without penalty for the time actually lost by closedown due to strike. Outside of this time, we would recommend that all engineering be paid by the contractors from the time of completion as set forth in their original contract, i. e., September 15, 1937.

We understand the permission of the Surety Company has been sent direct to Salem.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

OK HH Smith with Eng Penalty

WEC:f

cc-Mr. R. H. Baldock

WPHP Nos. 278 and 280

Original date of completion was September 15, 1937 -

This extension will make the completion date October 30, 1937 -

FORM 2-D-1 500 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
15 1937
OREGON
STATE HIGHWAY COMMISSION

September 14th
1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith ✓

Dear Sir:

Concerning the application of Joplin & Eldon, Contractors on the Shaniko section of the Sherman Highway, Contract #1963, we wish to recommend as follows:

That the contractors' time be extended without penalty for the time actually lost by closedown due to strike. Outside of this time, we would recommend that all engineering be paid by the contractors from the time of completion as set forth in their original contract, i. e., September 15, 1937.

We understand the permission of the Surety Company has been sent direct to Salem.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

Ok H G Smith with Eng Penalty

WEC:f

cc-Mr. R. H. Baldock

WPHP Nos. 278 and 280

Original date of completion was September 15, 1937 -

This extension will make the completion date October 30, 1937 -

CONTRACTORS

P. O. BOX 5686 (KENTON STA.)
PORTLAND, OREGON

STATE HIGHWAY COMMISSION

September 8, 1937

Oregon State Highway Commission,
Salem, Oregon.

(Subject-Contract No.1963
Shaniko Section of the
Sherman Highway.
Extension of Time)

Gentlemen-

Application is hereby made for an extension of time to October 30th. 1937, or such other time as may be determined bb conditions, in which to complete the work involved in the Re-surfacing and Oiling of the Shaniko Section of the Sherman Highway in Wasco County.

The above contract is dated as of March 26th. 1937 with expiration date set for not later than September 15, 1937.

Our reason for asking for this extension of time is because of labor troubles and sabotage conditions which we have encountered in this territory and on this particular contract.

One of the conditions of this project requires that certain classifications of labor be obtained through the National Re-employment Service. In obtaining practically all of miscellaneous labor this procedure has been followed. Complaints were heard of the hours and rates of pay as set forth in the contract. Wages of workmen were advanced as their ability became apparent. Yet, without a day's notice, at noon on August 30th. the truck drivers walked out on us and refused to allow anyone to work.

The contractual procedure was followed in an attempt to secure the necessary men for the work. After a time the National Reemployment Service furnished us with letters stating that they were unable to supply us with the men. This permitted us to hire any citizens we might find to do the work. We then agreed to employ members of the American Federation of Labor through their various crafts, subject to the then pending "bargaining" with the heavy construction industry. Representatives of the A. F. of L. came to the work, signed up practically all the employees and work was resume, in a limited way, on September 3rd. Work has been going on, with the exception of Sunday and Labor Day, since that time.

The writer has been on the project almost constantly since the labor outbreak. Apparently some petty sabotage is continuing. I was called to Portland to-day at noon to attend to other important matters. I am advised that after I left the job representatives of the workmen have demanded that we guarantee a weekly wage equal to 90% of the total they could earn under the contractual set-up. That is, that we guarantee 36 hours per week.

Very respectfully,
JOPLIN & ELDON

C J Eldon

BY C. J. ELDON

PORTLAND, OREGON
ATWATER 2666

SEP 10 1937
OREGON
STATE HIGHWAY COMMISSION

September 9, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract #1963 - JOPLIN & ELDON
Shaniko Section of the Sherman
Highway

We, as surety, hereby consent to an extention of time to October 30, 1937, for the completion of the work covered by the above captioned contract.

This extension of time in no way invalidates any of the terms, provisions or conditions of the bond covering this contract.

Yours very truly
GENERAL CASUALTY COMPANY
OF AMERICA

By Chas A. Mansfield
Chas. A. Mansfield
Attorney-in-fact

FORM 5-A-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1938
STATE HIGHWAY COMMISSION

103

Madras, Oregon.
May 27,1938.

NOTED
State Highway Engineer

Mr W.H.Lynch
District Engineer
United States Bureau of Public Roads
Portland, Oregon.

Dear Sir:

This is to advise you that the Shaniko Surfacing project, F.A.103, was completed today, May 27,1938.

There were 26 men employed on this work.

Very truly yours,

Forrest Cooper

Forrest Cooper
Resident Engineer

cc to R.H.Baldock
W.H.Chandler

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153

February 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We wish to advise that no monthly estimates will be submitted on the following projects due to insufficient work during the past month:

Con. #1989, Miller Flat-Agency, Grading (116-1007) Anderson Construction Company; final estimate nearing completion. See Resident Engineer's weekly report.

Con. #2016, Wasco Co. Line-Madras Rock Production (16-1201), H. L. Rice;

Con. #1963, Shaniko Surfacing (33-1004), Joplin & Eldon;

Con. #2009, Bloucher Section (114-1004), Fisher Bros.;

Con. #2030, Maupin Rock Prod. (33-1202) Smith & Company;

Con. #2043, Dillon@John Day River Rock Production (28-1202), H. L. Rice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

103

January 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are advised by Resident Engineer Cooper that due to the inactivity of the following contracts during the past months, no monthly estimate will be submitted:

Wasco County Line-Madras Rock Production Project, Contract #2016

Maupin Rock Production Project, Contract #2030

Miller Flat-Agency Grading, Contract #1980

Shaniko Surfacing Project, Contract #1965

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. Forrest D. Cooper

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM, OREGON

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

October 26th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In answer to your letter of October 16th concerning fencing for quarry at Station 787 on the Sherman Highway, Mile Post 56, Shaniko Section, Joplin & Eldon's Contract #1963 I wish to advise that this order was overrun only $89.00. A second authorization was sent in for $143.00. If this is satisfactory you can change the copy you have.

At the time you wrote your first letter concerning this matter I took it up with Mr. Cooper and as his accounts were not in very good shape, he wished to have time to check up on the matter. As the work had practically all been done at that time nothing could be done.

In the future when fencing these quarries your suggestions will be followed as it is apparent that this is a rather large sum to pay for stockpile fencing.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

WEC:f
cc-Mr. R. H. Baldock ✓

FORM 5-A-4 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 1 1937
FOR FILE
7 3

October 16th, 1937

Mr. W. L. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Sometime ago we received your Order for Extra Work, second authorization to #1, for fencing the quarry at Station 787 on the Sherman Highway, M.P. 58, Shaniko Section, Joplin & Eldon, contractors. The order stated that all the post holes had to be shot, and I suggested that they be installed by the use of rock cribs or some cheaper method.

Please advise if the original order was sufficient for this work or if any part of this must be sent through.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 3-A-1 10M 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 18 1937

IN YOUR REPLY PLEASE
REFER TO FILE NO. 103

RECEIVED

October 16th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Sometime ago we received a request for an extension of time from Joplin & Eldon, contractors on the Shaniko Section of the Sherman Highway, contract 1963.

At the time this extension was received, it was apparent that they could not complete it on the set completion date of October 30th, 1937 on account of their inability to finish the oiling. I consider it inadvisable, therefore, to submit this request because of all the attendant formalities required by the Bureau.

Please ask them to submit a new request with the completion date sometime next summer when the oiling will have been completed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
OCT [illegible] 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 18 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 103
Sherman Co.Line-Cow Canyon section
Sherman Highway

October 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. S. Caufield
L. S. Caufield
Highway Engineer

Encls.

Fon

Agr 9330

Oregon Federal Aid Project No. 103

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 15, 1924, by the State Highway Commission of Oregon, and on June 19, 1924, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on April 2, 1931 and December 17, 1936, respectively, by the said State Highway Commission, and on May 12, 1931 and February 25, 1937, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Project No. 103, hereafter to be known and designated as Oregon Federal Aid Project No. 103; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the construction of a bituminous wearing surface between survey stations 685+36 and 820+00, and between survey stations 839+00 and 943+54.3; and by reason thereof has requested that the estimate of cost approved for said project be increased from $342,577.36 to $388,978.36, and that the Federal funds approved and set aside to the credit of said project be increased from $199,887.80 to $228,197.80;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred twenty-eight thousand, one hundred ninety-seven and 80/100 dollars ($228,197.80) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 417+87.2, at the Sherman County Line, the southerly end of Oregon Federal Aid Project No. 91, and survey station 143+89.7 in Section 33, T. 7 S., R. 15 E., near the northerly end of Oregon Federal Aid Project No. 72, length 19.887 miles, in Wasco County, being Oregon Federal Aid Project No. 103, consisting of 19.887 miles of roadway and no bridges."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred twenty-eight thousand, one hundred ninety-seven and 80/100 dollars ($228,197.80), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred eighty-eight thousand, nine hundred seventy-eight and 36/100 dollars ($388,978.36),

the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 14th day of September, 1937, and the Secretary of Agriculture on the 5th day of October, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission.

SECRETARY OF AGRICULTURE,

By W.J.O'Leary
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. 103.

yellow copy for your file.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as ~~P~~ Federal Aid Project No. 103, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 388,978.36 in lieu of the $199,887.80 approved by Certificate of February 25, 1937, as the total estimated cost of said project, and the sum of $ 228,197.80 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of October one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

yellow copy for your file.

Form 283—14655—5M—5-34

103

Oregon State Highway Commission

Daily Oiling Report

Shaniko, Oregon, Oct. 14, 19 37

Sherman Highway, Section Shaniko Crew No. .... Prefix 33-1004

Applied today:

95+ % oil at 5500 Gals. per mile, Mile Post 55.94 to Mile Post 56.62 Spec. Binder Course

95+ % oil at 5500 Gals. per mile, Mile Post 56.92 to Mile Post 58.06 Spec. " "

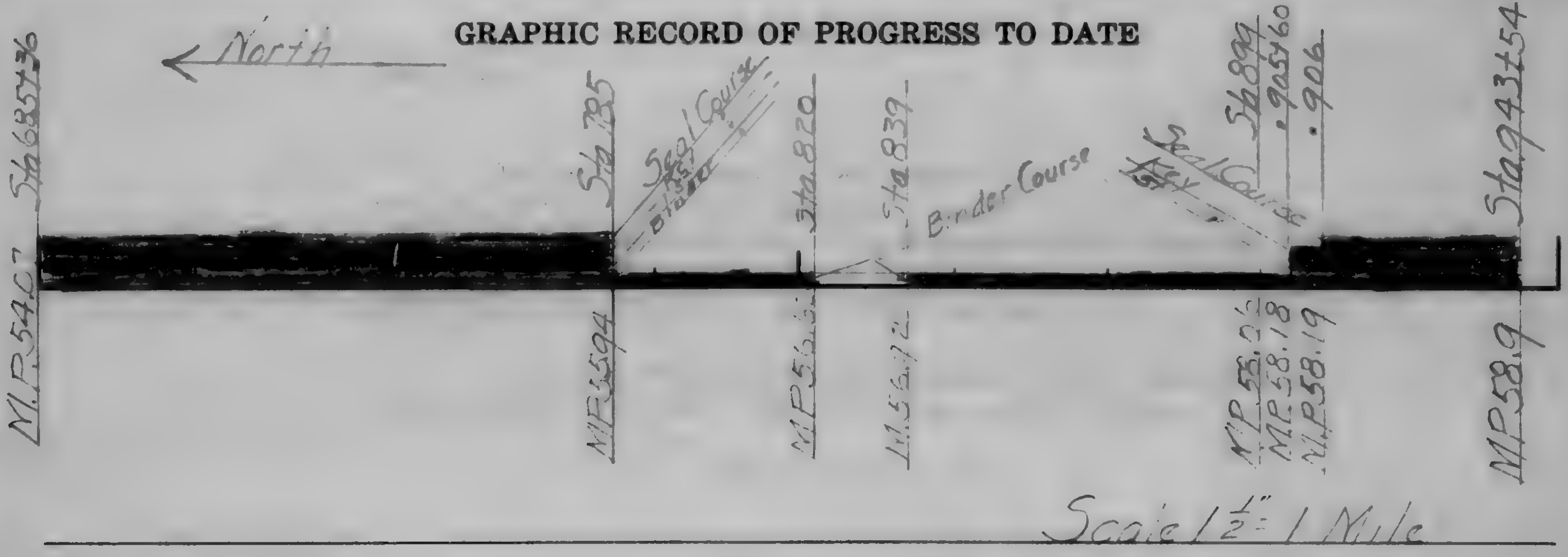
.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

Total force: .... Men Labor: $........ Rental: ....

Cause of delays: ....

GRAPHIC RECORD OF PROGRESS TO DATE



RECEIVED OCT 1 1937

Remarks: Binder Course completed. That portion between MP 56.62 and 56.92 is now an oil macadam to be covered only by an O-11 Oil Mat.

Weather: Clear Warm

Foreman

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 29 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1937
FOR FILING

103

September 28th
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

On Joplin & Eldon's Contract #1963, Shaniko Section of the Sherman Highway, I have advised the contractors that we will, in all probability, use no more oil on this section this fall. The weather is very cold and oiling is not satisfactory.

We are having excellent results on the oiling work on this contract that has been done so far.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

RECE[illegible]D
JUL 5 1938
FOR FILING

COPY

103

BEND, ORE.

September 14th, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Concerning the application of Joplin & Eldon, Contractors on the Shaniko Section of the Sherman Highway, Contract #1963, we wish to recommend as follows:

That the contractors' time be extended without penalty for the time actually lost by closedown due to strike. Outside of this time, we would recommend that all engineering be paid by the contractors from the time actually lost by closedown due to strike. Outside of this time, we would recommend that all engineering be paid by the contractors from the time of completion as set forth in their original contract, i.e., September 15,1937.

We understand the permission of the Surety Company has been sent direct to Salem,

Yours very truly,

WM. E. CHANDLER

WEC:f
cc-Mr. R. H. Baldock

FORM 8-B-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 15 1937
OREGON
HIGHWAY COMMISSION

RECEIVED
SEP 15 1937
FOR FILING
103

September 14th
1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Concerning the application of Joplin & Eldon, Contractors on the Shaniko section of the Sherman Highway, Contract #1965, we wish to recommend as follows:

That the contractors' time be extended without penalty for the time actually lost by closedown due to strike. Outside of this time, we would recommend that all engineering be paid by the contractors from the time of completion as set forth in their original contract, i. e., September 15, 1937.

We understand the permission of the Surety Company has been sent direct to Salem.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

#1963

RECEIVED
SEP 13 1937
103

September 10, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Joplin & [illegible] requesting an extension of time on their contract No. 19[illegible], Shaniko Section, to October 30, 1937.

Please forward your recommendation to this office so that the matter can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEI
SEP 14 1937
FOR FI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

RECEIVED
SEP 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 103
Sherman Co.Line-Cow Canyon section
Sherman Highway

103

September 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A.F. Morris
A. F. Morris
Highway Engineer

RECEIVED
SEP 4 1937
FOR FILING
103

September 3rd, 1937

Joplin & Eldon, Contractors
P. O. Box 5686, Kenton Station
Portland, Oregon

Attention: Mr. G. J. Eldon.

Dear Sir:

I have noted your letter of August 14th, in reply to my letter advising that progressing is not satisfactory on the Shaniko Section of the Sherman Highway, and advising that you would have no difficulty in finishing the project within the oiling season.

Please be advised that the oiling season will close definitely this year on September 15th, and that there will be no oil laid after that date.

Your letter indicates a total unfamiliarity with the condition of your set-up and the progress which has been made to date. This job was let on March 26th, and ample time has elapsed to have completed 15 or 20 miles of such construction instead of the 4.5 miles which were contracted to you.

I again reiterate that such dillatory tactics are intolerable, and that I propose to bring them to the attention of the Commission hereafter in considering the pre-qualifications of bidders.

Very truly yours,

State Highway Engineer

R

EFERRED TO
H. G. Smith
By State Highway Engineer

Write a "tough" letter
for my signature

C. JACKSON ELDON

JOPLIN & ELDON
CONTRACTORS

P. O. BOX 5686 (KENTON STA.)
PORTLAND, OREGON.

RECEIVED
AUG 17 1937
OREGON
STATE HIGHWAY COMMISSION

August 14, 1937

RECEIVED
AUG 1 1937

State Highway Engineer,

efer to your letter to us of yesterday
on the Shaniko Section of the Sherman Highway.
to that date -August 13th.- only 800 cubic
ock had been laid.

o not know the source of your information.
it is erroneous. Our daily reports indicate
over 3600 cu.yds. had been placed up to and
[illegible] 12th. and that considerable mineral aggregate had been stock-piled. The writer was on the job yesterday- the 13th.- and checked the operation. The road (macadam) was completed from station 685+50 to approximately station 735+00. Advance work was in progress at station 745+00. By the end of to-day we will have approximately one-fourth the rock on the road.

We have a good plant. It is well set-up. The equipment is of the best and there is plenty of it. The men were having some trouble with the rolls plugging but were making fiar headway. We do not anticipate difficulty in finishing this project within the oiling season. We are stock-piling the oil rock as we place the road rock. Our oil equipment is on the ground so that there should be no appreciable delay between the date of finishing the macadam and the placing of the oil mat. It is difficult to keep an afequate supply of labor on the job during the harvesting season as a large proportion of our personnel are from that local vicinity.

Speaking of delays- We completed our contract for constructing the Eagle Creek Bridge in June 1936. We have not yet received the final estimate for that work. The interest involved amounts to quite a few dollars.

Yours very truly,

JOPLIN & ELDON

BY C. J. ELDON

C J Eldon

W. T. JOPLIN

C. JACKSON ELDON

JOPLIN & ELDON
CONTRACTORS

P. O. BOX 5686 (KENTON STA.)
PORTLAND, OREGON.

RECEIVED
AUG 17 1937
OREGON
STATE HIGHWAY COMMISSION

August 14, 1937

RECEIVED
AUG 1_ 1937
OFFICE
CONSTRUC

R. H. Baldock, State Highway Engineer,
Salem, Oregon.

Dear sir-

we refer to your letter to us of yesterday anent our work on the Shaniko Section of the Sherman Highway. You state that to that date -August 13th.- only 800 cubic yards of base rock had been laid.

We do not know the source of your information. We do know that it is erroneous. Our daily reports indicate that something over 3600 cu.yds. had been placed up to and including the 12th. and that considerable mineral aggregate had been stock-piled. The writer was on the job yesterday- the 13th.- and checked the operation. The road (macadam) was completed from station 685+50 to approximately station 735+00. Advance work was in progress at station 745+00. By the end of to-day we will have approximately one-fourth the rock on the road.

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Speaking of delays- We completed our contract for constructing the Eagle Creek Bridge in June 1936. We have not yet received the final estimate for that work. The interest involved amounts to quite a few dollars.

Yours very truly,

JOPLIN & ELDON

BY C. J. ELDON

C. J. Eldon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 7 1937
FOR FILING
103

September 2nd, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The sub-contract between Joplin & Eldon and Carl Johnson for furnishing meals on the Shaniko Section of the Sherman Highway meets with the approval of this office, and you may so advise the parties concerned.

We are returning one copy of the sub-contract herewith.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JAN 20 1938
FOR FILING

163

September 1, 1937

Mr. Guy V. Lintner, Director
National Reemployment Service
204 Old Post Office Building
Portland, Oregon

Dear Sir:

With reference to the strike in connection with the Joplin & Eldon job at Shaniko, we are advised that the entire crew has struck and that the work is, therefore, completely shut down. Also, that the work is being picketed and that a representative of the American Federation of Labor is expected to arrive at the site of the work sometime during the day.

It is our understanding that the men are demanding higher wages and less loss of time on account of breakdowns of plant and other delays.

We are informed, also, that the County Sheriff, at the request of the contractor, has ejected the strikers from the contractor's bunk houses and that three of the strikers were arrested, but are now out on bail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

September 1st
1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert ✓

Dear Sir:

Confirming our telephone report concerning strike conditions on the Shaniko Section Surfacing and Oiling project #33-1004, Joplin & Eldon's Contract #1963, Sherman Highway.

We wish to advise that the contractors have elected to break the strike, if possible, by the employment of additional labor and have notified the designated federal employment agency of their needs. They secured the assistance of the sheriff to evict all employees from the bunk houses, three of which were arrested and furnished the required bail of $25. each. The A. F. of L is sending an organizer to the job to sign the men up with their union. It is understood that the men are holding out for an increase in pay and longer hours.

The contractors advised the Resident Engineer that the work would have been completed on time had not this strike interferred with their program. The Resident Engineer advises that, regardless of time lost through this strike, it would have been impossible to have completed within the time limit set up in the contract. He also advises that the unfinished work will require watering and blading within the next twenty-four hours.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: RMSmith
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. E. Cooper
Messrs. Joplin & Eldon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 7 1937
FOR FILING

RECEIVED
SEP [illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

September 1st
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

Confirming our telephone report concerning strike conditions on the Shaniko Section Surfacing and Oiling project #33-1004, Joplin & Eldon's Contract #1963, Sherman Highway.

We wish to advise that the contractors have elected to break the strike, if possible, by the employment of additional labor and have notified the designated federal employment agency of their needs. They secured the assistance of the sheriff to evict all employees from the bunk houses, three of which were arrested and furnished the required bail of $25. each. The A. F. of L is sending an organizer to the job to sign the men up with their union. It is understood that the men are holding out for an increase in pay and longer hours.

The contractors advised the Resident Engineer that the work would have been completed on time had not this strike interferred with their program. The Resident Engineer advises that, regardless of time lost through this strike, it would have been impossible to have completed within the time limit set up in the contract. He also advises that the unfinished work will require watering and blading within the next twenty-four hours.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. F. E. Cooper
Messrs. Joplin & Eldon

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 7 1937
FOR FILING
103

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SEP 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

August 31st
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Enclosed herewith are two copies of a sub-contract agreement between Joplin & Eldon, first parties and Carl Johnson of Portland, second party, for supplying food to the contractor and his crew on the Shaniko section of the Sherman Highway, Contract #1963.

This agreement has been approved by the Division Engineer.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

FORM 2-3-1 .5M. 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 7 1937
FOR FILING

103

RECEIVED
SEP 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

August 30th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are advised by Resident Engineer Cooper that a strike has been called on the Shaniko section Surfacing and Oiling project, #33-1004, Joplin & Eldon's Contract #1863. All work has been suspended pending the contractors' negotiations with the labor organization, name of which is not known at this time.

We wish to report that, at present, no harm is threatened the unfinished work.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
~~Mr. H. G. Smith~~
Mr. S. H. Probert
Mr. F. E. Cooper
Messrs. Joplin & Eldon

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 7 1937
FOR FILING
103

August 30th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Your attention is called to the increase in Order for Extra Work No. 1, Shaniko Section, Joplin & Eldon, contractors, in which $143.00 additional is required for fencing quarry.

Considerable expense can be saved if a fence over rocky ground is constructed with the use of rock cribs around the post instead of shooting post holes. It may be well to shoot the corner posts, but I think an adequate fence could be constructed with the use of these cribs.

Please investigate this and advise if such a fence cannot be constructed for the original estimate.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
AUG 14 1937
FOR FILING
103

August 13th, 1937

Joplin & Eldon, Contractors
P. O. Box 5686, Kenton Sta.
Portland, Oregon

Gentlemen:

You are hereby cautioned that the progress on your work on the Shaniko Section of the Sherman Highway is unsatisfactory. This contract was let March 26th, 1937, and to date only 800 yards of base rock has been laid.

A special effort was made to contract our oiling projects early in the spring in order that there would be no necessity for placing oil during the fall season, and no oiling will be placed after September 15th.

Much larger jobs let at the same time are already practically completed, where your job is scarcely started. These same conditions prevailed last year on the Criterion-Cow Canyon job, and unless the present Shaniko job is completed on time, I will insist upon full engineering penalties as well as that you maintain the project in a satisfactory manner until it can be oiled next season.

It is also becoming increasingly apparent that the pre-qualifications of oiling contractors must reflect their ability to complete on time as well as on their financial standing, and those who cannot complete their jobs within the oiling season, must be refused the right to bid.

Very truly yours,

State Highway Engineer

R

RECEIVED
SEP 1 1937
FOR FILING

103

August 11, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate for the Sherman County Line-Cow Canyon Section, FA Project No. 103 (Reop.).

In accord with the request contained in your letter of August 4, 1937, the work within the City of Shaniko is segregated from the other portions of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/MR

Encl.

Oregon State Highway Department   Federal Aid Project No. 103 (Reap.)

SHERMAN COUNTY LINE-COW CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 292,418.75
Federal Aid Paid, Roadway	$ 169,287.[illegible]
Emergency Advance Funds Paid, Roadway	$ 26,330.00
Length	19.887 miles

NEW WORK

Work Outside Cities

Surfacing and Oiling (Sta. 417+87.2 to 685+36)(Contract No. 1927)

15,400	cu. yds.	4½" - 2" Rock in Base	$ 1.20	$ 18,480.00
7,100	cu. yds.	2" Rock in Base and Shoulders	1.25	8,875.00
730	cu. yds.	Filler	0.30	219.00
1,460	yd. mi.	Hauling Filler	0.12	175.20
850	M-Gals.	Sprinkling	2.00	1,700.00
5.02	miles	Preparation of Base	75.00	376.50
3,600	cu. yds.	Mineral Aggregate in Place	2.00	7,200.00
390	tons	No. 3 Road Oil in Place	22.00	8,580.00
				$ 45,605.70

Surfacing and Oiling (Sta. 685+36 to 816+78) (Sta. 840+90 to 943+54.3)(Contract No. 1963)

14,650	cu. yds.	4½" - 2" Rock in Base & Shoulders	$1.00	$ 14,650.00
6,850	cu. yds.	2" Rock in Base & Shoulders	1.25	8,562.50
680	cu. yds.	Filler	0.30	204.00
1,460	yd. mi.	Hauling Filler	0.12	175.20
880	M-Gal.	Sprinkling	2.00	1,760.00
4.43	miles	Preparation of Base	100.00	443.00
3,320	cu. yds.	Mineral Aggregate in Place	2.10	6,972.00
338	tons	No. 3 Oil in Place	25.00	8,450.00
				$ 41,216.70

Subtotal	$ 86,822
10% Engr. & Cont.	8,682
Total	$ 95,504

RECEIVED
STATE HIGHWAY COMMISSION

Length	9.448 miles
Cost per mile	$ 10,108

Work Within City of Shaniko

**Surfacing and Oiling (Sta. 816+71 to 820+00)
(Sta. 839+00 to 840+90)**

350	cu. yds.	4½" - 2" Rock in Base & Shoulders	$ 1.00	$ 350.00
150	cu. yds.	2" Rock in Base & Shoulders	1.25	187.50
20	cu. yds.	Filler	0.30	6.00
40	yds. mi.	Hauling Filler	0.12	4.80
20	M-Gal.	Sprinkling	2.00	40.00
.10	miles	Preparation of Base	100.00	10.00
80	cu. yds.	Mineral Aggregate in Place	2.10	168.00
8	tons	No. 3 Oil in Place	25.00	200.00
			Subtotal	$ 966
			10% Engr. & Conts.	96
			Total	$ 1,062

Length	.098 mile
Cost per mile	$ 10,836

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside of City	$ 95,504	$ 58,262	$ 37,242
Work Within City of Shaniko	1,062	648	414
	$ 96,566	$ 58,910	$ 37,656

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
SEP 1 1937
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 103-a

August 4, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We have not yet received the revised project agreement estimate segregating work to be done in Shaniko on Oregon Federal Aid Project 103-A, Sherman County Line-Cow Canyon Section of the Sherman Highway, as requested in our letter of May 25, 1937. This letter made an error of one hundred in the stationing of Shaniko, which no doubt caused you confusion. The stations listed should have been in the eight hundreds instead of nine hundreds.

Please submit six copies of a new estimate so that we may proceed with the preparation of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Jan

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUL 1 1937
FOR FILING
103

IN REPLY PLEASE REFER TO FILE NO.

June 29th
1937

RECEIVED
1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding you herewith one copy of a subcontract entered into by and between Contractors Joplin & Eldon, first parties, and Titco Titcoff and Roscoe Genchoff both of Portland, second parties. Said contract covers a cook house on the Shaniko Section, Sherman Highway, Contract No. 1963.

The Division Engineer states that he can see no objection to this contract.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

Encl.

Form 2-B-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 1 1937
FOR FILING
103

RECEIVED
[illegible] 29 1937
STATE HIGHWAY COMMISSION

June 28, 1937

Joplin and Eldon
P. O. Box 5686 Kenton Station,
Portland, Oregon

NOTED
State Highway Engineer

Gentlemen:

I wish to call your attention to the poor progress you have made to date on the 4.83 miles surfacing and oiling on the Sherman Highway in Wasco County, Shaniko Section, Contract No. 1963. Your contract was let on March 26, and you have left July, August and to September 15th. You have todate completed only your bunkers and have given a very indefinate indication of actually starting surfacing work.

I wish to call your attention to the fact there has been sufficient time alloted on this contract to complete this work on time. If this work is not completed on time his office will not recommend extension of the contract other than with the engineering penalty and such other penalties as may be required due to not completing on time.

Would like to have your reply as to your plan of progress a the very near future.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. Forrest Cooper

RECEIVED
JUN 15 1937
FOR FILING

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Sherman County Line-Cow Canyon Section, Federal Aid Project No. 103.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 103 (Resp.)

SHERMAN COUNTY LINE-COW CANYON SECTION OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost, Roadway -	$ 292,412.36
Federal Aid Paid, Roadway - - - - - - - - - - - - - - - - -	$ 157,287.80
Emergency Advance Funds, Roadway - - - - - - - - - - - - -	$ 26,339.68
Length -	19.887 miles

NEW WORK

Surfacing and Oiling (Sta. 417+87.2 to 685+36) (Contract No. 1927)

15,400	cu. yds.	4½" - 2" Rock in Base	$ 1.20	$ 18,480.00
7,100	cu. yds.	¾" Rock in Base and Shoulders	1.25	8,875.00
730	cu. yds.	Filler	0.30	219.00
1,460	yd. mi.	Hauling Filler	0.12	175.20
850	M-Gals.	Sprinkling	2.00	1,700.00
5.02	miles	Preparation of Base	75.00	376.50
3,600	cu. yds.	Mineral Aggregate in Place	2.00	7,200.00
390	tons	No. 3 Road Oil in Place	22.00	8,580.00
				$ 45,605.70

Surfacing and Oiling (Sta. 685+36 to 820+00)
(Sta. 839+00 to 943+54.3) (Contract No. 1963)

15,000	cu. yds.	4½" - 2" Rock in Base and Shoulders	$ 1.00	$ 15,000.00
7,000	cu. yds.	¾" Rock in Base and Shoulders	1.25	8,750.00
700	cu. yds.	Filler	0.30	210.00
1,500	yd. mi.	Hauling Filler	0.12	180.00
900	M-Gal.	Sprinkling	2.00	1,800.00
4.53	miles	Preparation of Base	100.00	453.00
3,400	cu. yds.	Mineral Aggregate in Place	2.10	7,140.00
346	tons	No. 3 Oil in Place	25.00	8,650.00
				$ 42,183.00

Subtotal	$ 87,788
10% Engr. & Cont.	8,778
Total	$ 96,566

Length 9.546 miles
Cost per mile [illegible] $ 10,115

Federal Aid Funds Requested- -	$ 58,910	(61%)
State Funds- -	37,656	
[illegible]	$ 96,566	

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maintenance: Chap. 41, laws 1927

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

RECEIVED
APR 16 1937
FOR FILING

103

April 15, 1937

Messrs. Joplin & Eldon
P. O. Box 5686, Kenton Station
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No. 1965, which was awarded to you on March 26, 1937, for the surfacing and oiling of the Shaniko Section of the Sherman Highway in Wasco County.

This copy is for your records and files.

Very truly yours,

Secretary

MH.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 29 1937
OREGON
STATE HIGHWAY COMMISSION

March 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 103, the Shaniko section of the Sherman Highway, to Joplin & Eldon, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

R. H. SMITH

[illegible]:f

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

103

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
MAR 24 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

POST OFFICE BUILDING
PORTLAND OREGON

March 22nd
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith Highway Engineer

Dear Sir:

We are submitting herewith the following estimate for the comparison of bids on the Sherman Highway, Shaniko Section, proposed surfacing and oiling project:

Item No.	Item		Unitt Price	Amount
1	4½" - 2" Rock in Base	15,000 c.y.	1.20	18,000.00
2	3/4" Rock in Base and Shoulders	7,000 c.y.	1.25	8,750.00
3	Filler	700 c. y.	.40	280.00
4	Hauling Filler	1,500 c.y.	.20	300.00
5	Sprinkling	900 M-Gals	2.00	1,800.00
6	Preparation of Base	4.83 Miles	100.00	483.00
7	Mineral Aggregate in Place	3,700 c. y.	2.25	8,325.00
8	No. 3 Road Oil in Place	374 tons	26.00	9,724.00
9	3/4" - ½" Crushed Rock in Stockpile	1,000 c. y.	1.10	1,100.00
10	½" - ¼" Crushed Rock in Stockpile	1,250 c. y.	1.10	1,375.00
11	Hauling Crushed Rock, Pile Measure	4,500 y. mi.	.12	540.00
	Preparation of Stockpile Site, Lump			400.00
	Purchase, Haul and Stockpile Screen Rejects, Lump			400.00
	Total Amount of Estimate			$51,477.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. SMITH

RMS:f

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 8, 1937

MAR - 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for modification of Oregon Federal Aid Project No. 103-A, North Unit, Sherman County Line-Cow Canyon Section of Sherman Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
MAR 11 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon Project No.103
Wilcox-Shaniko Section of Sherman Highway

103

March 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Fron

Hwy. 9330

Oregon Project No. 103

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 15, 1924, by the State Highway Commission of Oregon, and on June 19, 1924, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on April 2, 1931, by the said State Highway Commission, and on May 12, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 103, hereafter to be known and designated as Oregon Project No. 103; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 19.943 miles of crushed rock wearing surface, in Wasco County, for which the estimate approved was $293,303.85, and $171,990.05 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $292,412.36, and voucher in the sum of $169,287.80 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for the construction of a bituminous wearing surface between survey stations 417+87.2 and 685+36, at an estimated cost of $50,165.00; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $292,412.36 to $342,577.36, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $169,287.80 to $199,887.80;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred ninety-nine thousand, eight hundred eighty-seven and 80/100 dollars ($199,887.80) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article III shall read:

"Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

"(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred ninety-nine thousand, eight hundred eighty-seven and 80/100 dollars ($199,887.80), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred forty-two thousand, five hundred seventy-seven and 36/100 dollars ($342,577.36), the approved total estimated cost of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 17th day of December, 1936, and the Secretary of Agriculture on the 25th day of February, 1937.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L TouVelle
Member, State Highway Commission

SECRETARY OF AGRICULTURE

By
Acting Chief, Bureau of Public Roads

Oregon Project No. 103.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 103, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 342,577.36 as the total estimated cost of said project, and the sum of $ 199,887.80 in lieu of the previous actual payment of $169,287.80 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of February one thousand nine hundred and [illegible] seven

SECRETARY OF AGRICULTURE,

TB By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4230

RECEIVED
JUN 15 1937
FOR FILING

February 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for surfacing and oiling of the North Unit, Sherman County Line-Cow Canyon Section, F. A. Project No. 103 (Reop.). We are likewise enclosing one advance copy of special provisions.

Five blueprint copies of plan sheets, numbers 1, 2, 16, 17 and 20 are being sent under separate cover. Due to changes in alignment in the town of Fossil, and at the south end of the unit, these plan sheets have been revised to show the constructed alignment.

Your attention is called to the section between Stations 820+00 and 839+00 which is to be constructed similar to that which was done at the north end of the work under F. A. Project No. 91, and which you refused cooperation. We have, accordingly, excluded this section from the participating work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid
Project No. 103 (Reconst.)

SHERMAN COUNTY LINE-COW CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, February 24, 1937

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$292,412.36
Federal Aid Paid, Roadway- -	169,287.80
Emergency Advance Funds, Roadway - - - - - - - - - - - - - - - - -	26,339.68
Length -	19.887 miles

NEW WORK

Surfacing and Oiling (Sta. 417+87.2 to 685+36) (Contract No. 1927)

15,400	cu. yds.	4½" - 2" Rock in Base	$1.20	$18,480.00
7,100	cu. yds.	3/4" Rock in Base and Shoulders	1.25	8,875.00
730	cu. yds.	Filler	0.30	219.00
1,460	yd. mi.	Hauling Filler	0.12	175.20
850	M-Gals.	Sprinkling	2.00	1,700.00
5.02	miles	Preparation of Base	75.00	376.50
3,600	cu. yds.	Mineral Aggregate in Place	2.00	7,200.00
390	tons	No. 3 Road Oil in Place	22.00	8,580.00
				$45,605.70

Surfacing and Oiling (Sta. 685+36 to 820+00)
(Sta. 839+00 to 943+54.3) (Estimated Prices)

15,000	cu. yds.	4½" - 2" Rock in Base and Shoulders	$1.30	$19,500.00
7,000	cu. yds.	3/4" " " " " "	1.35	9,450.00
700	cu. yds.	Filler	0.40	280.00
1,500	yd. mi.	Hauling Filler	0.20	300.00
900	M-Gals.	Sprinkling	2.00	1,800.00
4.53	miles	Preparation of Base	100.00	453.00
3,400	cu. yds.	Mineral Aggregate in Place	2.50	8,500.00
346	tons	No. 3 Oil in Place	25.00	8,650.00
				$48,933.00

Subtotal	$94,538
10% Engr. & Cont.	9,453
Total	$103,991

Length 9.546 miles
Cost per mile $10,893

Federal Aid Funds Requested- $63,440 (61%)
State Funds- 45,551

$103,991

FORM [illegible] 7-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

[illegible]ALDOCK
[illegible]HWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 19 1937
FOR FILING
103

JAN 18

January 13th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached please find Special Provisions, Shaniko section, surfacing and oiling; estimate for comparison of bids and typical section, also quarry site description.

The only change that I have recommended in this contract from the one let on the Wilcox-Shaniko section is the one about which I talked to you a few days ago in Salem, i.e., using standard equivalent square screen in the place of the round. By this "standard equivalent" I mean the equivalent that Mr. Baldock has worked out.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encls.

cc- R. H. Baldock

OREGON STATE HIGHWAY DEPARTMENT

Engineer's Estimate

SHANIKO SECTION SURFACING & OILING

SHERMAN HIGHWAY

January,1937

4½"- 2" Rock in Base	15,000	cu.yds.	@	$1.20	18,000.00
3/4" - 0 Rock in Base	7,000	cu.yds.	@	1.25	8,750.00
Filler	700	cu.yds.	@	0.40	280.00
Hauling Filler	1,500	Yd.mi.	@	0.20	300.00
Sprinkling	900	m.Gal.	@	2.00	1,800.00
Preparation of Base	4,835	miles	@	100.00	483.50
Mineral Aggregate in Place	3,800	cu.yds.	@	2.25	8,550.00
No. 3 Road Oil in Place	380	tons	@	24.00	9,120.00
3/4"- ½" Crushed Rock in Stockpiles	1,000	cu.yds.	@	1.10	1,100.00
½" - ¼" Crushed Rock in Stockpiles	1,250	cu.yds.	@	1.10	1,375.00
Hauling Crushed Rock Stockpile measure	4,500	yd.mi.	@	0.12	540.00
		Total			$ 50,298.50
		Engineering & Contingencies			5,029.85
		Total Estimate			55,328.35

OREGON STATE HIGHWAY DEPARTMENT

Oil Mat Computations

SHANIKO SECTION

SHERMAN HIGHWAY

Mineral Aggregate in O-11 Oil Mat.

Length = 4.835 Miles   Width = 20 Ft.

Quantity = 0.046 Cu. Yds. per Sq. Yd.

$$\frac{4.835 \times 5280 \times 20 \times 0.046}{9} = 2610 \text{ Cu. Yds.}$$

Mineral Aggregate in Binder Course.

Length = 4.835 Miles   Width = 24 Ft.

Quantity = 0.012 Cu. Yds. per Sq. Yd.

$$\frac{4.835 \times 5280 \times 24 \times 0.012}{9} = 817 \text{ Cu. Yds.}$$

817 x 2610 plus 10% = 3800 Cu. Yds. Total Mineral Aggregate

Bituminous Cement in O-11 Mat.

Length = 4.835 Miles   Width = 20 Ft.

Quantity = 1.05 Gals. per Sq. Yd.

237 Gals. weigh 1 Ton

$$\frac{4.835 \times 5280 \times 20 \times 1.05}{9 \times 237} = 254 \text{ Tons}$$

Bituminous Cement in Binder Course

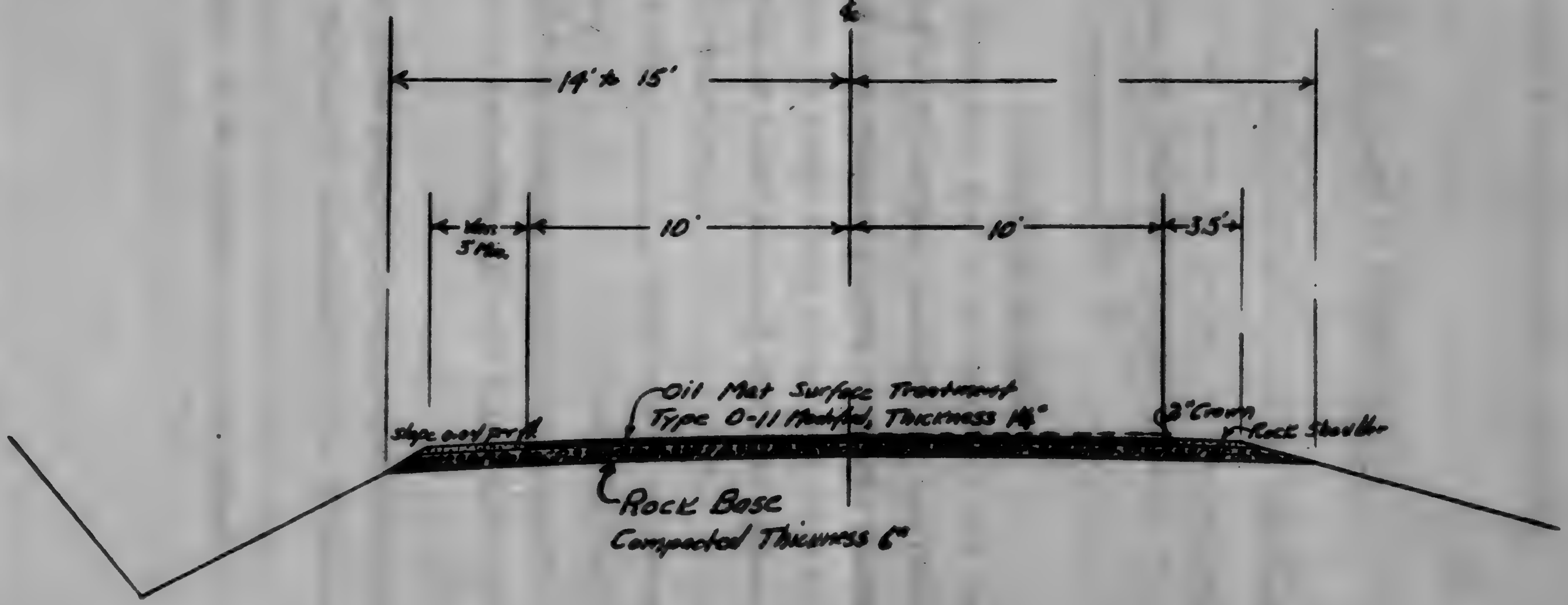
Length = 4.835 Miles   Width = 24 Ft.

Quantity = 0.4 Gal. per Sq. Yd.

$$\frac{4.835 \times 5280 \times 24 \times 0.4}{9 \times 237} = 115 \text{ Tons.}$$

254 x 115 plus 3% = 380 Tons Bituminous Cement

OREGON STATE HIGHWAY DEPARTMENT
Typical Section for
SURFACING AND OILING
SHANIKO SECTION
SHERMAN HIGHWAY
Sherman County
January 1957



TYPICAL SURFACING SECTION

SPECIAL PROVISIONS

SHANIKO SECTION SURFACING AND OILING

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A. M. (9:00 A. M.) on the ____________ day of _______________, 1937.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the following work on the Shaniko Section of the Sherman Highway in Wasco County:

1. Construction of 4.835 miles of Crushed Rock Base.
2. Construction of 4.835 miles of Oil Mat Surface Treatment (Type O-11 Modified.)
3. Furnishing of __________ cubic yards of crushed rock in stockpiles.

The north end of the project is at station 685+36 (Mile Point 54.07), which station is approximately 2.7 miles north of the town of Shaniko.

The south end of the project is at station 943+54.3, (Mile Point 58.90), which station is approximately two (2) miles west of the town of Shaniko.

The total length of the project is 4.835 miles.

CLASS OF PROJECT

This project is a "Regular Federal Aid Project". It is to be conducted in accordance with the federal regulations applying to that class of projects, which regulations, in so far as they concern the contractor, are included and stated in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 15, 1937.

ROCK BASE

Work To Be Done:

Under this specification, the contractor shall construct 4.835 miles of crushed rock base.

Standard Specifications to Apply:

The rock base shall be constructed and paid for in accordance with the standard specification for "Rock Surfacing" as given in Section 10 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

CROSS-SECTION AND NUMBER OF COURSES

The cross-section to which the rock base is to be constructed is as indicated by the typical cross-section plan.

The base shall be constructed in one course and shall have a compacted thickness of six (6) inches.

KIND, QUALITY AND SOURCE OF MATERIALS

The materials to be used in the construction of the rock base shall be clean crushed rock manufactured from hard, durable and otherwise suitable rock which, when subjected to the standard abrasion test, shows an abrasive loss not exceeding five (5) per cent.

Rock of a suitable quality is obtainable from the quarry site located on the west side of the highway at mile post ______, station ____________.

The right to take rock from this source will be provided by the State without cost to the contractor. If the contractor elects to obtain rock from some other source, he shall, himself, acquire the right to take rock therefrom, and shall pay for all costs involved.

DEVELOPMENT OF SOURCES OF MATERIALS

The contractor shall bear all expense incidental to the opening, developing and operating of the source of materials used, including the removal of overburden, the separating and wasting of soft rock and cinders (if any are encountered), and the constructing and maintaining of hauling roads.

Sizes of Materials:

The crushed rock to be used shall be of two sizes: Coarse materials and Key materials.

At least ninety (90) per cent of each size of material shall pass a circular hole or standard equivalent square hole screen having an opening of a certain size, and at least ninety (90) percent of each size shall be retained on a circular hole or standard equivalent square hole screen having openings of a certain other size: The size of screen openings for each size of materials shall be as follows:

Material	Size of Openings thru which 90% must Pass	Size of Openings on which 90% must be retained.
Coarse Material	4½" Circular or standard equivalent square	2" Circular or standard equivalent square.
Key Material	3/4" " " "	1/4" " " "

Each size of material shall be well graded between the specified maximum and minimum size limits.

It shall be optional with the engineer whether the key materials are 3/4" to 1/4" material or 3/4" to 0" materials. However, if the engineer elects to have the key materials 3/4" to dust, not more than thirty (30) per cent of such materials shall pass a screen having one quarter (1/4) inch square openings.

PREPARATION OF SUBGRADE

Preparation of subgrade for the rock base shall consist of only such shaping, smoothing and compacting work as may be necessary to place the top surface of the existing road bed in proper condition to have the rock base constructed upon it.

OUTLINE OF CONSTRUCTION PROCEDURE

On the subgrade prepared as above specified, coarse materials shall be spread to a thickness of approximately six (6) inches, and after having been brought to a smooth and uniform surface, shall be rolled until thoroughly compacted and locked. Key materials shall then be spread over the coarse materials in such quantities as may be required, and these materials shall be worked down into the coarse materials by rolling and blading. During this operation, filler material of the kind specified hereinafter shall be added as ordered by the engineer and worked into the coarse materials with the key materials. The rolling, blading and addition of more key materials and filler shall continue as long as the coarse materials will continue to absorb the key materials and filler, and until the course is smooth and completely compacted, locked and keyed, and until there is no creeping or other movement of the materials under the roller.

The key materials and filler shall be put on in very thin layers and usually two or more spreads of each will be required, each spread being worked into the coarse materials before the next spread is made.

While the blading and rolling operations are in progress, such sprinkling of the surfacing materials shall be done as the engineer may consider expedient.

If, after the base is compacted, any areas are above or below proper grade and crown elevations, such areas shall be loosened, and after having had additional materials added or excess materials removed, as the case may require, shall be recompacted.

ROLLING

All rolling work shall be done with suitable three-wheeled, ten-ton rollers. A single roller will not be expected to perform the rolling for more than twenty (20) cubic yards of material per hour, and additional rollers must be provided when materials are being placed at a greater rate.

The rolling shall in all cases begin at the sides of the roadway, overlapping the shoulders, and shall progress toward the center of the roadway, completely covering the entire surface of the roadway with the rear wheels.

Maintenance of Surfacing:

Following construction of the rock base as above specified, the contractor shall constantly blade and otherwise maintain the rock base, keeping it free from raveling and other defects until such time as the oil mat surface treatment is constructed upon it as hereinafter specified.

MEASUREMENT AND PAYMENT

The basis of measurement and payment for the furnishing of the rock base materials and the construction of the rock base will be the same as is specified in the standard specification for "Rock Surfacing."

The pay items will be as follows:

1. 4½"-2" Rock in Base
2. 3/4" Rock in Base and Shoulders
3. Filler
4. Hauling Filler
5. Sprinkling

OIL MAT SURFACE TREATMENT, TYPE O-11 MODIFIED

Work to be Done:

Under this specification, the contractor shall apply an oil mat surface treatment, type O-11 modified, over the entire length of the project (M. P. 54.07 to M. P. 58.90)

STANDARD SPECIFICATIONS TO APPLY

The applying of the oil mat surface treatment shall be performed and paid for in accordance with the standard specifications given in Sections 17 and 22 of the standard specification form except as those specifications are supplemented and modified by provisions which follow.

PREPARATION OF SUBGRADE

Between stations 820(M. P. 56.62) and 838 (M. P. 56.98) the existing subgrade is an oiled macadam. On this section, the preparation of the subgrade shall consist of the scarifying and reshaping of such portions of the roadway as are rough or misshapen in a degree which might cause roughness or unevenness in the new oil mat surfacing.

On all other sections of the project the subgrade shall be prepared as specified in the standard specification, except that where the base materials which form the subgrade are not firmly bound, the windrowing and brooming work shall be omitted.

BINDER COURSE

After the subgrade has been prepared as above specified, the contractor shall apply a binder course of No. 3 Road Oil and crushed rock on the new rock base and on such areas between M. P. 56.62 and M. P. 56.98 as have been scarified and reshaped.

The road oil shall be applied at such rate between 0.25 gallon and 0.40 gallon per square yard as the engineer may order, and immediately following the applying of the road oil, 3/4"-1/2" or 3/4"-0" crushed rock shall be spread at such rate between 0.008 and 0.012 cubic yard per square yard, as the engineer may direct. The spread of rock shall be smoothed with a blade grader, and while the blading is in progress, additional rock shall be added as may be necessary to insure complete coverage and smooth surface. The course shall then be rolled until thoroughly compacted.

The binder course shall be applied over a width of twenty four (24) feet, which width is greater by four feet than the width of the oil mat surface treatment which is to be constructed upon it.

TABLE OF DETAILS

The "Table of Details" given in the standard specification does not include details for the modified 0-11 type of surface treatment. The details for that type are as follows:

1. General Details:

Thickness of oil mat+++++.............1½ inches

Number of courses, exclusive of seal coat..Two

Kind of bituminous cement .... No. 3 Roadoil

2. Order and Rate of Spreading:

a. First Course:	
Spread bituminous cement	0.25 gal. per sq. yd.
Spread 1½"-3/4" Aggregate	0.022 cu. yd. per sq. yd
b. Second Course:	
Spread bituminous cement	0.40 gal per sq. yd.
Spread 3/4"-1/2" aggregate	0.008 cu. yd. per sq. yd
Spread 1/2"-1/4" aggregate	0.004 cu. yd. per sq. yd.
c. Seal Coat:	
Spread bituminous cement	0.40 gal. per sq. yd
Spread 1/2"-1/4" ggregate	0.008 cu. yd. per sq. yd.
Spread 1/4"-0" aggregate	0.004 cu. yd. per sq. yd.
3. Total Quantities (Exclusive of Binder Course):	
Bituminous Cement	1.05 gal. per sq/ yd.
Aggregates	0.046 cu. yds. per sq. yd.

Bituminous Cement:

In the binder course, the main course and the seal coat, the bituminous cement shall b No. 3 road oil (95+) meeting the requirements stated in Section 45 of the standard specification form.

AGGREGATES TO BE FURNISHED BY CONTRACTOR

All aggregates required in the oil mat surface treatment shall be furnished by the contractor and delivered by him to the place of their final incorporation in the work.

Kind and Quality of Aggregates:

The aggregates to be furnished under the contract shall be clean crushed rock manufactured from hard, durable and otherwise suitable rock which, when subjected to the standard abrasion test, shows an abrasive loss not exceeding five (5) per cent.

Rock of a suitable quality is available at the same source and under the same conditions as hereinbefore specified for rock to be used in rock base.

GRADING AND CLEANNESS

Attention is called to the fact that cleanness and accurate grading are of particular importance in connection with the crushed rock materials to be used in the oil mat surface, and deviations from perfection in these matters which might be permissable in connection with materials for use in surfacing construction will not be permitted.

In case it is at any time found to be impracticable to produce thoroughly clean materials, owing to the rock and the dirt which the rock contains not being thoroughly dry, the contractor will be required to suspend operations until the materials in the quarry have become dry and until thoroughly clean crushed rock can be produced.

SIZES AND QUANTITIES OF AGGREGATES

The size and approximate quantities of crushed materials to be furnished for use in applying the oil mat surface treatment shall be as indicated by the following table:

SIZE	APPROXIMATE QUANTITY REQUIRED
1½"-3/4"	1400 cubic yards
3/4"-1/2"	1400 cubic yards
1/2"-1/4"	700 cubic yards
1/4"-0"	300 cubic yards

At least ninety (90) percent of each size of materials shall pass a circular hole or the standard equivalent square hole screen openings of a certain size, and at least ninety (90) percent of each size of materials shall be retained on a circular hole or the standard equivalent square hole screen having openings of a certain other size.

The sizes of these screen openings shall be as follows:

Size	Size of openings in screen through which at least 90 % must pass.	Size of openings in screen on which at least 90% must be retained.
1½"-3/4" Materials	1½" Circular or standard equivalent square	3/4" Circular or standard equivalent square
3/4"-1/2" "	3/4" " "	1/2" " "
1/2"-1/4" "	1/2" " "	1/4" Square
1/4" -0 "	1/4" Square	0

Each size of material shall be well and uniformly graded between its specified maximum and its specified minimum size.

Measurement and Payment:

The pay items in connection with the construction of the oil mat surface treatment, type 0-11 modified, shall be as follows:

1. Preparation of Base
2. Mineral Aggregate in Place
3. No. 3 Road Oil in Place

Payment for these items, when made at the prices bid for them, shall comprise full and complete payment for the construction of the oil mat surface treatment, in accordance with the foregoing specification, and no separate or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce specified results.

The quantity for which payment will be made at the price bid per cubic yard for "Mineral Aggregate in Place" shall be the number of cubic yards of crushed rock and screenings actually incorporated in the binder course and in the oil mat surface treatment. It shall include the quantities of crushed materials used in patching, used to overcome bleeding, and used to correct defects. It shall not include the quantities of materials intended for use in the oil mat, but left unused in stockpiles or elsewhere, and it shall not include quantities of materials used with out authority of the engineer or quantities of materials used which do not confirm with the specifications.

Measurement of the crushed materials and the screenings as a basis for determining the pay quantity for the item, "Mineral Aggregate in Place" will be made in trucks at the point of deposit on the road.

The price bid for "Mineral Aggregate in Place" shall be understood to include and cover the cost of the producing, furnishing, and hauling of the aggregates, as well as the cost of applying of the oil mat surface treatment as specified.

The quantity for which payment will be made at the price bid for "No. 3 Road Oil in Place" shall be the number of tons of No. 3 Road Oil (95+) incorporated in the binder course and in the oil mat surface treatment, the basis of measurement to be as specified in the standard specification.

CRUSHED ROCK SHOULDERS

Description:

Under this item, the contractor shall construct crushed rock shoulders along the sides of the oil mat surface treatment. The shoulders shall be of the cross-section indicated by the typical cross-section plan.

Materials:

The materials to be used in the construction of the shoulders shall be crushed rock of the same size, kind and quality as is hereinbefore specified for fine materials (3/4"-1/4" or 3/4"-0" materials) to be used in the construction of the rock base.

Details of Construction:

The crushed rock shall be spread to such width and thickness that, after being filled, shaped and compacted, as hereinafter provided, it will be of the width, thickness and crown indicated by the typical cross-section plan. Filler materials shall then be mixed with the rock by means of blade graders and harrows, and, following the mixing, the materials shall be spread in a uniform layer, shaped to specified grade and crown, and rolled until thoroughly compacted.

Measurement and Payment:

Payment for the construction of the crushed rock shoulders in the manner specified shall be made at the price bid per cubic yard for 3/4" Rock in Base and Shoulders," which price shall be understood to include and cover the crushing, hauling and placing of the crushed rock and the performance of all other work involved in the construction of the shoulders, except the furnishing, hauling and placing of filler materials.

The quantities to be paid for shall be the number of cubic yards of crushed rock actually incorporated in the work. Measurement of the materials shall be made in the hauling trucks at the points of deposit on the road.

Payment for the loading, hauling and placing of filler materials will be made as specified in the standard specifications for "Filler."

FILLER

Such filler materials as are required in connection with the construction of the rock base and the rock shoulders shall be furnished and paid for in accordance with the standard specification for "Filler" as given in Section 12 of the standard specification form.

WEC:f

SPRINKLING

Such sprinkling work as is ordered by the engineer in connection with the construction of the rock base and the rock shoulders shall be performed and paid for as specified in the standard specification for "Sprinkling" as given in Section 13 of the standard specification form.

The sprinkling work called for by the specifications may be dispensed with entirely if the engineer so orders.

CRUSHED MATERIALS IN STOCKPILES

Standard Specifications to Apply:

The standard specifications for "Crushed Materials in Stockpile - Specification 'B'," as given in Section 16 of the standard specification form shall apply, except as that specification is supplemented and modified by the provisions which follow.

Kind and Quality of Materials:

The crushed materials to be furnished under this contract shall be clean crushed rock manufactured from hard, durable and otherwise suitable rock which, when subjected to the standard abrasion test, shows an abrasive loss not exceeding five (5) per cent.

Rock meeting the above requirements may be obtained from the same sources and under the same conditions as are hereinbefore specified for rock for use in the construction of the rock base.

Size of Materials:

The crushed rock shall be of two sizes as follows: 3/4"-1/2" materials, and 1/2"-1/4" materials.

At least ninety (90) per cent of each size of material shall pass a circular hole or standard equivalent square hole screen having an opening of a certain size, and at least ninety (90) per cent of each size shall be retained on a circular hole or standard equivalent square hole screen having openings of a certain other size: The size of screen openings for each size of materials shall be as follows:

Size of material	Size of openings in screen through which at least 90% must pass.	Size of openings in screen on which at least 90% must be retained.
3/4"-1/2"	3/4" circular or standard equivalent square.	1/2" circular or standard equivalent square.
1/2"-1/4"	1/2" " "	1/4" square

Each size of material shall be well and uniformly graded between the specified maximum and minimum limits.

Measurement and Payment:

The basis of measurement and payment for the crushed rock furnished under this contract shall be as stated in the standard specification for "Crushed Materials in Stockpile, Specification 'B'," as given in Section 16 of the standard specification form. The pay items shall be as follows:

1. 3/4" - 1/2" Crushed Rock in Stockpile
2. 1/2" - 1/4" Crushed Rock in Stockpile
3. Hauling Crushed Rock, Pile Measure

If any screen rejection material is required to be hauled more than one-half (1/2) mile, payment for the part of the hauling that is in excess of one-half mile, will be made at the price bid per yard mile for "Hauling Crushed Rock, Pile Measure," instead of at a price of fourteen cents as stated in the standard specifications.

In case the materials furnished in stockpile are produced at any source other than the source specifically mentioned hereinbefore, the contractor shall himself absorb any extra hauling cost that may be occasioned by the use of such other source.

WEC:f

MISCELLANEOUS PROVISIONS

Contractor to Furnish Flagmen and Pilot Cars:

Contrary to the provisions which appear on pages 64 and 65 of the standard specification form, the State will bear no part of the expense of controlling traffic or of conducting traffic past the work. All flagmen, pilot cars and pilot car drivers required to control and conduct traffic in a manner satisfactory to the engineer shall be furnished by the contractor, and compensation therefor shall be understood to be included in the payments made for some one or more of the listed bid items.

Signs to Be of Standard Designs:

The signs to be furnished and used by the contractor in directing, controlling and safeguarding traffic shall conform with the standard sign designs of the State Highway Department, copies of which sign designs will be furnished the contractor upon request.

The signs may be purchased of the State Highway Department if the contractor so desires.

Responsibility for Maintenance:

Maintenance operations on the section of highway to which this contract applies will be carried on by the State in the usual manner until such time as the contractor is ready to start work. The section will then be turned over to the contractor "as is," and from that time until all work to be done under the contract is completed, the contractor will be responsible for the maintenance of the section and will be required to keep the roadway in a smooth, well-compacted and otherwise satisfactory condition.

WEC:f

FORM 8-81 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1937
FOR FILING

103

January 9th
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

In going over your letter of December 15th which gives the basis for tentative estimate on the Shaniko project of the Sherman Highway and the Horse Ridge-Brothers Section of the Central Oregon Highway, I find a few questions to ask regarding the latter.

FIRST: You indicate from Mile Post 18.2 to Mile Post 21.2 three miles of dust pallative at $15,000. Now, the dust pallative will cost approximately $600.00 per mile which would leave $5400. per mile for resurfacing. Figuring this to be 24' wide this surfacing with pit gravel will amount to about $400. per inch per mile. This would furnish money enough for eleven inches which would seem entirely too much and would recommend not over four inches for resurfacing. In figuring the dust pallative I am figuring about .5 gallon or about the same job as was put on the Yellow Stone last year.

SECOND: On the last two items, from Mile Post 21.2 to Mile Post 42.5, you mention resurface and prime course. I take this prime course to mean what we have termed in the last few contracts as "binder course" which amounts to .3 to .5 of cutback. The balance of the money setup would be for resurfacing.

Would be pleased to hear from you at an early date on these matters.

For your information, the Shaniko project is now in this office and will be sent to you in the very near future. The Horse Ridge-Brothers Section will also be in as soon as it is possible to get samples from sources of material.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP. 103
Sherman County Line - Cow Canyon
Section

December 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

1936

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the modified agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Fco

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NOV 19 1936
FOR FILING

103

November 18, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Sherman County Line-Cow Canyon Section, F. A. Project No. 103.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Oregon State Highway Department **Federal Aid Project No. 103**

SHERMAN COUNTY LINE-CON CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost, Roadway- -	$292,412.36
Federal Aid Paid, Roadway- -	169,287.80
Emergency Advance Funds, Roadway - - - - - - - - - - - - - - - - - -	26,339.68
Length -	19.943 miles

NEW WORK

Surfacing and Oiling (Sta. 417+87.2 to 685+36)

15,400	cu. yds.	4½" - 2" Rock in Base	$1.20	$18,480.00
7,100	cu. yds.	3/4" Rock in Base and Shoulders	1.25	8,875.00
730	cu. yds.	Filler	0.30	219.00
1,460	yd. mi.	Hauling Filler	0.12	175.20
850	M-Gals.	Sprinkling	2.00	1,700.00
5.02	miles	Preparation of Base	75.00	376.50
3,600	cu. yds.	Mineral Aggregate in Place	2.00	7,200.00
390	tons	No. 3 Road Oil in Place	22.00	8,580.00
			Subtotal	$45,605
			10% Engr. & Cont.	4,560
			Total	$50,165

Length 5.016 miles
Cost per mile $10,000

Federal Aid Funds Requested- -	$30,600
State Funds- -	19,565
	$50,165

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

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NOV 19 1936
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No. 103

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 15 1936

Sept. 14, 1936.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The necessary papers for reopening Oregon Federal Aid project No. 103, North Unit, Sherman County Line-Cow Canyon Section, Sherman Highway, are today being recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
NOV 19 1936
FOR FILING

103

September 9, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for surfacing and oiling work on the North Unit, Sherman County Line-Cow Canyon Section, F. A. Project No. 103.

Five bid proposals and five blueprint copies of the plan's summary and typical section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 103

SHERMAN COUNTY LINE-COW CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement).

Salem, Oregon, September 9, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Cost, Roadway	$ 292,412.36
Federal Aid Paid, Roadway	$ 169,287.80
Emergency Advance Funds, Roadway	$ 26,339.68
Length	19.943 miles

NEW WORK

Surfacing and Oiling (Sta. 417+87.2 to 685+36)

15,400	cu. yds.	4½" - 2" Rock in Base	$ 1.45	$ 22,330.00
7,100	cu. yds.	¾" Rock in Base and Shoulders	1.65	11,715.00
730	cu. yds.	Filler	0.40	292.00
1,460	yd. mi.	Hauling Filler	0.20	292.00
950	M-Gal.	Sprinkling	2.00	1,900.00
5.02	miles	Preparation of Base	150.00	753.00
3,600	cu. yds.	Mineral Aggregate in Place	2.70	9,720.00
390	tons	No. 3 Road Oil in Place	26.00	10,140.00
			Subtotal	$ 57,142.00
			10% Engr. & Cont.	5,714.20
			Total	$ 62,856.20

Length	5.016 miles
Cost per mile	$ 12,531.14

Federal Aid Funds Requested	$ 38,342.28 (61%)
State Funds	24,513.92
	$ 62,856.20

CONTRACT# [redacted] 1964

6-1203 Myrtle Point-Mystic Cr. Sec., 1938
Coos Bay-Roseburg Hwy. Rock Prod.
1964

FORM 3-A-1 10M 8-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

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FOR FILING

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AUG 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

6-1203

August 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, the second corrected semi-final estimate on the Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway, contract 1964.

The changes on this estimate cover the addition of 800 cubic yards of screen rejections in accordance with the agreement made between Mr. Baldock and the contractor.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓
Probert

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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JUL 23 1938
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6-1203

OREGON STATE HIGHWAY COMMISSION

SALEM
July 21, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. Victor Coffey,
Resident Engineer,
North Bend, Ore.

Dear Sirs:

The amount of $\frac{1}{4}$"-0 materials stockpiled at the plant by Homer Johnson on the Myrtle Point-Mystic Creek Rock Production project Coos Bay-Roseburg Highway, Contract NO. 1964 is 1781.8 cu. Yds.

Mr. McCallister the checking engineer advises that 41.1 Cu. Yds. were allowed as $\frac{1}{4}$" Minus materials to be paid for as called for in the contract, and 400 Cu. Yds. to be paid for as screen rejections, and the balance or 1340.7 - no payment was to be allowed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
K. D. Lytle

FORM 2-A4

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 18 1938
FOR FILING

6-1203

NOTED
Highway Engineer

July 19, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

This will acknowledge receipt of your letter of July 16th relative to the conference with Homer Johnson and Mr. Gallagher July 29th and 30th.

I will be there at the stipulated date.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

Baldock
Coffey

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 18 1938
FOR FILING

6-1203

OREGON STATE HIGHWAY COMMISSION

SALEM

July 16th, 1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. E. E. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED

Dear Sir:

6-1203

The conference with Homer Johnson and Mr. Bassault over the purchase of screen rejections has been set for the afternoon of July 29th, at 1:30.

The conference with Mr. Gallagher will be the morning of July 30th, at 9:30.

Please acknowledge receipt of this letter and your ability to be present.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock
V. H. Caffey

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

6-1203

OREGON STATE HIGHWAY COMMISSION

SALEM

July 16th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. Homer Johnson~~
~~Imperial Hotel~~
~~Portland, Oregon~~

Dear Sir:

The conference with Mr. Baldock over the purchase of screen rejections and other material on the Myrtle Point-Mystic Creek Section has been set for the afternoon of July 29th, at 1:30.

Please acknowledge receipt of this letter and advise your ability to be present.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 23 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

6-1203

IN REPLY PLEASE REFER TO FILE NO.

May 18th, 1938

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

I recently made an inspection of the Myrtle Point-Mystic Creek maintenance material in company with Messrs. Lytle, Coffey and Dussault.

I was unable to reconcile Mr. Dussault's arguments with the signed statement which he had given us stating that there would be no charge for the disposal of the waste material. In order to clear up the matter definitely, however, I suggest that you meet with Mr. Baldock on Tuesday, June 7th, at 10:30 A.M. Mr. Dussault should be present, and I will instruct Messrs. Lytle and Coffey to be here also.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER
By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY [illegible] 1938
FOR FILING

6-12 a3

May 18th, 1938

~~Mr. K. P. Lytle~~
~~Division Engineer~~
~~State Highway Dept.~~
~~Roseburg, Oregon~~

Dear Sir:

Please report at this office with Resident Engineer Coffey on Tuesday, June 7th, at 10:30 A.M., to argue the claims of Johnson and Gallagher for additional compensation for maintenance material.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 1M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 8 1938
FOR FILING

RECEIVED
APR 7 - 1938
STATE HIGHWAY COMMISSION

April 6th, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending you herewith a corrected Semi Final Estimate on contract No. 1964, Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway.

The only difference between this estimate and the former one is that I have allowed the contractor for the full amount of 1/4"-0" crushed rock called for in the contract, namely 1400 cubic yards and I have paid him for 400 cubic yards of screen rejections.

The cross sections being submitted herewith were taken of a pile containing approximately 1700 cubic yards which the contractor put out at the crushing plant during his operation.

Included are three copies of the estimate, three copies of the quantity summary sheet, four sheets cross sections and notes covering the cross sections.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
H. G. Smith

KDL:AF

RECEIVED
FEB 10 1938
FOR FILING

6-1203

February 9, 1938

General Petroleum Corporation,
815 S. W. Alder Street,
Portland, Oregon.

Attention: Geo. Ritter.

Gentlemen:

Reference is made to your letter of February 8th concerning the Homer G. Johnson Contract No. 1964, Myrtle Point-Mystic Creek Section in Coos and Douglas Counties.

You are advised that this contract was completed October 4, 1937, and was accepted December 1, 1937. Final payment has not yet been made to the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVED
FEB 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

February 8, 1938

Oregon State Highway Commission
Salem, Oregon

Homer G. Johnson
Portland, Oregon
Contract No. 1964
Myrtle Point-Mystic
Creek Section of the
Coos Bay-Roseburg Highway

Gentlemen:

We will thank you for advising us the date on which this Contract was completed, and if this Contractor has received final estimate.

Very truly yours,

Chas. A. Cronn
Division Credit Manager

By George Ritter

GR:GGT

FORM 3031

RECEIVED
JAN 14 1938
FOR FILING
6-12-03

#1964

January 14, 1938

[illegible] Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Frank J. Warner.

Gentlemen:

In response to your inquiry of January 13th you are advised that the Homer G. Johnson, Contract No. 1964, Myrtle Point-Mystic Creek Section in Coos and Douglas Counties, was completed October 4, 1937. This contract was accepted December 1, 1937. Final payment has been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

January 13, 1938

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Ore. State Contract #1964
Re: Homer G. Johnson

We understand that this job has been finished for several months and will, therefore, appreciate knowing the completion and acceptance dates of this contract.

A stamped, addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

FRANK J. TURNER
Division Credit Manager

RER:RS
Encl.

#1964

RECEIVED
DEC 11 1937
FOR FILING
6-1203

December 11, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1964 for the construction of the Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties has been completed by the contractor, Homer G. Johnson, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $23,540.09, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1964

RECEIVED
OCT 26 1937
FOR FILING
6-1203

October 25, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Homer G. Johnson on Contract No. 1964 for the construction of the Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway in Coos and Douglas Counties. This payment will be made on or after November 4, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form 338—5M—12-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
[illegible] 30 1937
OREGON
STATE HIGHWAY COMMISSION

For Week Ending August 28, 1937

Section Myrtle Point - Mystic Creek

Kind of work Crushed rock in stockpiles

Highway Coos Bay - Roseburg

Section prefix 6 - 1203

Contractor Homer G. Johnson

Contract number 1964

Date of contract April 6, 1937

Date of completion July 31, 1937

Date work started April 26, 1937

Estimated date of completion August 24, 1937

Amount of contract $ 24,030.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 24,030.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 900.00, 4 %

Date project was completed August 24, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project was completed August 24, and immediate removal of the entire plant was started.

All of the stockpiles are completed and in shape.

NOTED
RAY WEBBER

Signed W. H. Coffey Res. Engr. Per S. [illegible] Transitman

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			28		
Miles partially completed					
Miles completed					
Total estimated quantities			11,400		
Estimated quantities moved or placed to date			11,400		
Average daily quantities			250		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			7½		
Average force on project for week			22		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Coos COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	12				3	3	18
Men and teams							
Men and trucks under 3 tons	4						4
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"	3	Repairs
Tuesday	"	3	"
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 25 1937
FOR FILING
6-1203

August 24, 1937

Mr. E. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

In compliance with the request contained in your letter of August 21st, we called Mr. Sims, of Mr. Coffey's party at North Bend, relative to increasing the yardage of crushed materials to be produced under Homer Johnson's contract for rock production on the Coos Bay-Roseburg Highway. Mr. Sims advised, however, that the contractor had already shut down his plant and would not undertake the production of the additional material, unless the State would agree to allow him 40 cents per cubic yard for certain waste materials that had been produced.

In view of this situation, it was decided to dispense with the additional materials.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

cc V. H. Coffey

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

August 21, 1937

Mr. R. H. Baldock
State Highway Eng'r
Salem, Oregon

ATTENTION: S. H. PROBERT

Dear Sir:

Upon receipt of this letter, will you please call or wire Mr. S. Simms, who is Mr. Coffey's transit man at North Bend, and advise him as to what decision has been made in reference to additional yardage on Homer Johnson's job on the Coos Bay-Roseburg highway?

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock
V. H. Coffey

#1464

FORM 8-A-1 8M 3-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 24 1937

FOR FILING
6-1203

RECEIVED
AUG 23 1937
OREGON
STATE HIGHWAY COMMISSION

August 21, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Eng'r
Salem, Oregon

ATTENTION: S. H. PROBERT

Dear Sir:

Upon receipt of this letter, will you please call or wire Mr. S. Simms, who is Mr. Coffey's transit man at North Bend, and advise him as to what decision has been made in reference to additional yardage on Homer Johnson's job on the Coos Bay-Roseburg highway?

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock ✓
V. H. Coffey

NOTED
State Highway Engineer

FORM 401 P. 4-36 10M

#1964

RECEIVED
MAY 28 1937
FOR FILING

6-1203

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon

May 21, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: HOMER G. JOHNSON
Portland, Oregon

It is our understanding that Homer G. Johnson has been awarded a gravel job on the Myrtle Point Mystic Creek section of the Coos Bay Highway.

Inasmuch as we anticipate furnishing the petroleum products on this operation we will greatly appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Aubrey

District Credit Supervisor

LH:B
Encls

X

RECEIVED
APR 20 1937
FOR FILING
6-1203

April 19, 1937

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of Contract No. 1964, which was awarded to you on April 6, 1937, by the State Highway Commission, covering the furnishing of crushed rock in stock piles on the Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway, in Coos and Douglas Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

[illegible]

1

RECEIVED
AUG 21 1937
FOR FILING
4 C
6-1203

April 6, 1937

Mr. Homer G. Johnson
Imperial Hotel
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Myrtle Point-Mystic Creek Rock Production Project on the Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County.

This award was based on your bid of $24,050.00 submitted on March 25, 1937.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]

M

SS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	XX	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

File

SALEM OREGON APRIL 6 1937

HOMER G JOHNSON
PORTLAND OREGON (IMPERIAL HOTEL)

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR MYRTLE POINT MYSTIC CREEK ROCK PRODUCTION PROJECT FOR WHICH YOU SUBMITTED LOW BID ON MARCH 25 stop CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 24 1937
FOR FILING

6-1203

March 19th, 1937

RECEIVED
MAR 22 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

1890

I am sending you herewith Estimates of Cost on the Turkey Hill-Chenoweth Park Section of the Pacific Highway, and the Myrtle Point-Mystic Creek Section of the Coos Bay-Roseburg Highway.

Very truly yours,

KDLytle
K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

DIVISION ENGINEER'S
ESTIMATE OF COST FOR
COMPARISON OF BIDS
TO BE RECEIVED MARCH 25, 1937.

MYRTLE POINT—MYSTIC CREEK SECTION
COOS BAY-ROSEBURG SECTION

Furnishing 11,400 C.Y.
Crushed Rock in Stockpiles

March 19, 1937.
K. D. LYTLE, Div. Engr.

ITEM NO.			
1.	3/4"-1/2" Crushed Rock in Stockpile	5,400 C.Y. at $1.40 -	$7,560.00
2.	1/2"-1/4" Crushed Rock in Stockpile	4,600 C.Y. at $1.40 -	6,440.00
3.	1/4"-0" Crushed Rock in Stockpile	1,400 C.Y. at $1.40 -	1,960.00
4.	Hauling Crushed Rock, Pile Measure	70,000 Yd. Mi. $0.10 -	7,000.00
			$22,960.00

FORM 9-A4 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 27 1937
FOR FILING

6-1203

RECEIVED
JAN 27 1937
STATE HIGH[illegible] COMMISSION

Jan. 26th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In response to your Mr. Hackett's letter of Jan. 25th, I am attaching hereto "Statement of Material Sources and Stockpile Sites" for the Powers Road-Mystic Creek Section of the Coos Bay-Roseburg Highway rock production project.

Originals of this were attached to the special provisions but they may have been lost in the mail.

Very truly yours,

K. D. LITLE
Division Engineer

cc. R. H. Baldock

KDL:AF

FORM S-X-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 26 1937
FOR FILING

61203

January 25th, 1937

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Please furnish us with the "Statement of Material Sources and Stock Pile Sites" for the Powers Road-Mystic Creek Section of the Coos Bay-Roseburg Highway Rock Production project. These data should have accompanied the special provisions, as it is very important that we have this information.

Also, we have not received any descriptions for material or stock pile sites. If there are to be any, we would appreciate getting them at the earliest date possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
H. M. Hackett
H

cc to: R. H. Baldock ✓

FORM 2-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
C. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

6h ①

6-1705

January 19th, 1937

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Will you kindly place on the agenda for the next Commission meeting, the matter of maintenance material required on the Coos Bay-Roseburg Highway, Powers Road-Mystic Creek Section, where it is desired to crush 11,400 cubic yards of rock at an estimated cost of $26,900.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLA[illegible]ER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 18 1937
FOR FILING
6-1203

JAN 16 1937
STATE HIGHWAY COMMISSION

Jan. 15th, 1937

NOTED

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: J. N. BISHOP

Dear Sir:

I am sending herewith Special Provisions covering maintenance project on the Coos Bay-Roseburg Highway and would recommend that this job be put on at an early date. If this meets with your approval, will you kindly turn over the two copies of the Special Provisions, to which are attached the data relative to the right of way, to Mr. Smith?

I was unable to give a complete report on the right of way but have assigned a crew to prepare descriptions of the stockpile sites and these will be sent in within a short time.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓
cc. H. G. Smith

KDL:AF

CONTRACT# 1965

11-1203 Memaloose Park-Dillon & John Day
River-Blalock. Rock Product.

1965

RECEIVED
JAN 21 1938
FOR FILING
11-1203

January 20, 1938

Mr. E. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

In accordance with the request in your letter of December 16, 1937, we have checked and revised the haul adjustment for the stock piled materials produced under Contract No. 1965.

We are enclosing, attached to the final estimate, a tabulation showing the computations for the haul adjustment and a list of the stock piles used and their location in relation to the highway.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. H. Milner/GS

Encl.

HAUL ADJUSTMENT COMPUTATIONS - CONTRACT NO. 1965

Specified Haul				Actual Haul				
M. P.	Haul Distance	Cu. Yds.	Yd.Miles	M. P.	Dead Haul	Haul Distance	Cu.Yds.	Yd.Miles
Memaloose Park-Dillon Section								
87.81 (Quarry) 300' Dead Haul								
78.5	9.37	1,000	9,370.0	78.56	100'	9.33	1,112.1	10,375.9
79.6	8.27	860	7,112.2	79.74	650'	8.25	864.3	7,130.5
88.2	0.50	1,380	690.0	88.25	260'	0.54	1,431.9	773.2
90.0	2.25	1,320	2,970.0	90.13	370'	2.45	1,357.4	3,325.6
94.3	6.55	1,320	8,646.0	94.00	1,550'	6.54	1,344.6	8,793.7
98.2	10.45	1,320	13,794.0	98.2	100'	10.47	1,419.4	14,861.1
		7,200	42,582.2				7,529.7	45,260.0

$\frac{42,582.2}{7,200}$ = 5.91419 M. Average Haul

$\frac{45,260.0}{7,529.7}$ = 6.01086 M. Average Haul

(6.01086-5.91419) x 7,529.7 = 727.9 Yd. Miles = Haul Adjustment
(Favor of Contractor)

John Day River-Blalock Section								
130.94 (Quarry) 450' Dead Haul								
120.9	10.13	1,100	11,143.0	120.9	100'	10.14	1,146.8	11,628.6
124.7	6.33	1,100	6,963.0	124.8	75'	6.24	1,154.3	7,202.8
126.3	4.73	1,110	5,250.3	126.4	50'	4.63	1,179.3	5,460.2
131.0	0.5	1,440	720.0	131.2	70'	0.50	2,448.4	1,224.2
135.2	4.35	1,050	4,567.5					
		5,800	28,643.8				5,928.8	25,515.8

$\frac{28,643.8}{5,800}$ = 4.93859 M. Average Haul

$\frac{25,515.8}{5,928.8}$ = 4.30370 M. Average Haul

(4.93859-4.30370) x 5,928.8 = 3,764.1 Yd. Miles = Haul Adjustment
(Favor of State)

January 15, 1938

Actual Locations of Stock Piles and Quarries - Contract No. 1965

(As reported by Resident Engineer)

Memaloose Park-Dillon Section

Stock Pile	100	feet	from	Mile	Point	78.56
" "	650	"	"	"	"	79.74
Quarry	300	"	"	"	"	87.81
Stock Pile	260	"	"	"	"	88.25
" "	370	"	"	"	"	90.13
" "	1,550	"	"	"	"	94.00
" "	100	"	"	"	"	98.20

Note - Mile Post 90 to Mile Post 91 is only 0.85 mile

John Day River-Blalock Section

Stock Pile	100	feet	from	Mile	Point	120.90
" "	75	"	"	"	"	124.80
" "	50	"	"	"	"	126.40
Quarry	450	"	"	"	"	131.00
Stock Pile	70	"	"	"	"	131.20

January 15, 1938

RECEIVED
1937
STA COMMISSION

S.E. Pine St.
Portland Ore.
Dec 16, 1937

Ore. State Highway Commission
Salem Ore.

Gentlemen:

I am returning unsigned herewith the final estimate Memaloose Park - Dillon, John Day River Blalock Rock production project contract #1965 for the following reasons,

In computing the haul adjustment you have used the points exactly as specified in the specifications for the actual stockpile locations, this is not true as nearly all stockpiles are some distance off the highway, in some cases this distance is considerable.

The final estimate should also show, how the haul adjustment was arrived at.

Yours very truly,

H. Wier

Data and reply enclosed with final estimate 1-20-38

RECEIVED
JAN 14 1938
FOR FILING

11-1203

January 14, 1938

George S. Kerr Co.,
202 Title & Trust Bldg.,
Portland, Oregon.

Attention: H. Haraden.

Gentlemen:

In response to your inquiry of January 13th you are advised that final payment has been made to Mr. H. L. Rice, in connection with his contract No. 1966, Memaloose Park-Dillon and John Day River-Blalock Section in Wasco, Sherman and Gilliam Counties.

This contract was completed Sept, 23, 1937, and was accepted October 22, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GLOBE INDEMNITY COMPANY
A. DUNCAN REID, PRESIDENT

CASUALTY INSURANCE
FIDELITY AND SURETY BONDS

GEO. S. KERR CO.
GENERAL AGENT

PHONE BEACON 6341
202 TITLE & TRUST BLDG.
PORTLAND, OREGON

RECEIVED
JAN 14 1938
OREGON
STATE HIGHWAY COMMISSION

January 13, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: H. L. Rice - Contract #1965 -
Memaloose Park-Dillon & John Day
River-Blalock section Columbia
River Highway in Wasco, Sherman
and Gilliam Counties

At your convenience will you kindly advise the final settlement made with this contractor, the original contract price being $21,772.

Very truly yours,

GEO. S. KERR CO.

By M. Farnden

MH

RECEIVED
JAN 25 1938
FOR FILING

11-1203

December 21, 1937

Mr. E. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

Your letter of the 16th, in regards to haul adjustment on the Memaloose Park-Dillon and the John Day River-Blalock Sections, has been received.

Our records as received from the Field Engineer show the actual stock pile locations to be the same as the specified locations and the haul adjustment was based on these data. However, we are referring your letter to the Field Engineer, asking him to check on the actual locations. If it should develop that the actual locations are different from the locations as originally submitted, we will, of course, re-compute the adjustment in accordance with the corrected information.

When we hear from the Field Engineer, we will advise you further.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. McCallister/ER

#1965

RECEIVED
DEC 11 1937
FOR FILING
11-1203

December 11, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1965 for the construction of the Memaloose Park-Dillon and John Day River-Blalock Section of the Columbia River Highway in Wasco, Sherman and Gilliam Counties, has been completed by the contractor, H. L. Rice, and that final settlement will be made by the [illegible] said contractor for work done under said contract on or after December 21, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,e14.55, including the final payment. Of this amount $542.85 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED

11-1203

December 1, 1937

Mr. H. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

We are in receipt of your letter of November 29th, requesting information concerning the status of the final estimate of the Memaloose Park-Dillon and John Day River-Blalock Rock Production Project, Contract No. 1965.

The checking engineer has just completed the final check on your estimate, and the final voucher will be prepared and submitted to you at an early date.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. E. Milner/MB

RECEIVED
30 1937
COMMISSION

Madras Ore.
Nov 29, 1937

Oregon State Hwy. Comm.
Salem Ore.

Gentlemen:

On Sept 23 I completed contract #1965 Memaloose Park - Dillon John Day River - Blalock rock production project.

To date I have not received or heard from you concerning the final estimate. Please advise me regarding this matter.

Yours very truly,

H Lowie

#1965

RECEIVED
OCT 18 1937
FOR FILING
11-1203

October 18, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to H. L. Rice on Contract No. 1965 for the construction of the Memaloose Park-Dillon and John Day River-Blalock Sections of the Columbia River Highway in Wasco, Sherman and Gilliam Counties. This payment will be made on or after October 28, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—7-36

GON STATE HIGHWAY COMMISSION

✓

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section Memaloose Parks-Dillon John Day River-Blalock

Highway Col River

Contractor H L Rice

Date of contract April ~~22~~ 6, 1937

Date work started " 22, 1937

Amount of contract $21722.00

For Week Ending Oct 2, 1937

Kind of work Rock Production

Section prefix 11-1203

Contract number 1965

Date of completion Aug 15, 1937

Estimated date of completion Sept 23, 1937

Per cent of time elapsed 129%

Estimated cost of completed project, exclusive of engineering $22492.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $1319.40, %

Date project was completed Sept 23, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This section was finished on Sept 23rd

Final estimate is complete and will be sent in just as soon as we receive final payrolls on the job

This is the final report on this section

NOTED
RAY WEBB

NOTED

NOTED
H. N. HACKETT

Signed D. E. Peck

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 21 1937
FOR FILING
11-1203

September 20, 1937

GEO. S. KERR CO.
General Agent, Globe Indemnity Co.
202 Title & Trust Building
Portland, Oregon

Attention Geo. S. Kerr

Gentlemen:

Reference is made to your letter of September 18, concerning the E. L. Rice contract, No. 1965, Memaloose-Park-Dillon and John Day River-Blalock Sections of Columbia River Highway.

Estimate No. 5 on this contract for work performed to September 10, will be in the amount of $5,871.80. The retained percentage is $1,632.90. We are unable to give you the figures as of September 15, as estimates on this particular contract are submitted on the tenth of each month.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

#1965

RECEIVED
SEP 20 1937
OREGON
STATE HIGHWAY COMMISSION

GLOBE INDEMNITY NEW YORK COMPANY

GLOBE INDEMNITY COMPANY

A. DUNCAN REID, PRESIDENT

CASUALTY INSURANCE

FIDELITY AND SURETY BONDS

GEO. S. KERR CO.
GENERAL AGENT

PHONE BEACON 6341
202 TITLE & TRUST BLDG.
PORTLAND, OREGON

September 18, 1937

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: S#261136 - H. L. Rice, Contract #1965, Memaloose Park-Dillon and John Day River-Blalock Section of Columbia River Highway

In connection with recent financial statement submitted by this contractor, we would appreciate your advising us approximately what amount this contractor had due him in estimates and as retained percentage on September 13th.

Very truly yours,

GEO. S. KERR CO.

By Geo. S. Kerr

GSK:MH

Sept. 10 - Est. # 5 - $5,871.80 -

E. - $21,278.51
R. - 1,632.90
Pd - $19,645.61

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
AUG 31 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 1937
PORTLAND

11-1203

IN REPLY PLEASE
REFER TO FILE NO.

August 30th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

We wish to recommend the extension of Contract No. 1965, Memaloose Park-Dillon and John Day River-Blalock sections in Wasco, Sherman and Gilliam Counties, to September 15th. The date given in the contract was August 15, 1937.

This extension is recommended without penalty as the delay has caused no interference with traffic or any loss to the State of Oregon.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

NOTED
[illegible] Engineer

RECEIVED
SEP 4 1937
FOR FILING

11-1203

August 25, 1937

Mr. H. L. Rice,
The Dalles, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of August 24th requesting an extension of time to September 15th on your contract No. 1965, Memaloose Park-Dillon and John Day River-Blalock Sections in Wasco, Sherman and Gilliam Counties.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

cc to W. E. Chandler.
Mr. Chandler:

Please advise of your recommendations.

Glaisyer

#1965

RECEIVED
JUN 30 1937
FOR FILING
11-1203

June 28, 1937

Maryland Casualty Company
Hansen & Rowland Agents
Washington Bldg.
Tacoma, Washington

Gentlemen:

This letter is to inform you that we have just received notice from Mr. Oron O. Felthouse, Hermiston, Oregon, to the effect that he has a claim in the amount of $400 against one Harvey Myers for furnishing sand which was used in connection with the East Pendleton Overcrossing project.

It appears that Mr. Felthouse furnished the sand to Mr. Myers who in turn furnished it to the Colonial Construction Company.

This information is given inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours,

HDG:AM

Secretary

CC - Colonial Construction Co.
W. 326 First Avenue
Spokane, Washington

June 28, 1937

Mr. Oren O. Felthouse

Hermiston, Oregon

Dear Sir:

Reply is made to your letter of the 27th instant advising of your claim against Harvey Myers who furnished sand to contractors Colonial Construction Company for use in connection with the Pendleton Overcrossing project.

The contract to which you refer is State Highway Commission Contract No. 1965. It was awarded by the Commission to the Colonial Construction Company, W. 326 First Avenue, Spokane, Washington. In connection with this contract the contractors were required to furnish a surety bond for the payment of all just debts, dues and demands incurred against the project. The bond was written by the Maryland Casualty Company for whom Hanson & Rowland are agents with offices in the Washington Building, Tacoma, Washington.

I do not know whether your claim is protected by this bond or not but I would suggest that you file notice thereof with the original contractors, Colonial Construction Company, and with the agent for the bonding company, Hanson & Rowland. In the event that you do not secure satisfaction by so doing, I would then suggest that you turn the matter over to your attorney and file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is inclosed. You will note in this law that, in order to hold the bond responsible and liable for the claim subsequent to the expiration of a period of six months from date of completion of the project, a notice of the claim should be filed with the Secretary of State before that period expires.

It is anticipated that this project will be completed about July 10, 1937. The balance due the contractors, which will be covered in the final payment, will be approximately $7,000 and this payment will probably be made within the next 30 days.

Very truly yours,

HBG:AM

Secretary

Oron O. Felthouse
Hermiston, Oregon
Sand -- School Bus Body Building -- Gravel

RECEIVED
JUN 23 1937
OREGON
STATE HIGHWAY COMMISSION

June 27th '37

Mr R.H. Baldock
State Highway Engineer
Salem, Ore.

Dear Sir:-

During the building of the over head crossing in Pendleton I furnished considerable sand to Mr Harvy Myers who in turn supplied the contractor. It so happen that Mr Myers owes me about $400.00. He tells me he has money coming from the Highway since Feb. of this year. Can and will you give me information as to whether he has enough coming to take care of this amount. I wrote Mr Myers asking for an order on the Highway dept for the amount of my bill. This has gone on so long I am anxious to get this account cleared up. Any information you can give me will be appreciated. Thanking you kindly, I am,

Yours truly,
Oron O Felthouse

ANSWERED
H. B. G.

FORM 6-3-1 1200 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUN 23 1937
FOR FILING
11-1203

RECEIVED
JUN 22 1937
OREGON
STATE HIGHWAY COMMISSION

June 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith copy of a letter received from H. R. Rice, contractor on the maintenance material production project immediately west of The Dalles. He is set up in a state owned quarry.

I seen no objection to allowing him to use this 1000 cubic yards as there is unlimited amount in the quarry. However, as he is now behind on his contract, I think we should not allow him to produce this material if it will delay him in producing the state material.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
encl.
cc Mr. R. H. Baldock

NOTED
C. B. McCullough

#1965

RECEIVED
MAY 28 1937
FOR FILING
11-1203

May 28, 1937

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: T. J. Aubrey.

Gentlemen:

Reference is made to your letter of May 26th concerning the H. L. Rice contract No. 1965, Memaloose Park-Dillon and John Day River-Blalock Section of the Columbia River Highway in Wasco, Sherman and Gilliam Counties.

You are advised that the bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline, who has offices in the Board of Trade Bldg., Portland, is resident agent. The amount of the bond is $21,772.00.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9321

May 26, 1937

[illegible] 1937
[illegible] COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: H. L. RICE
Original Contractor
Contract #1965

Your office recently furnished us with information in connection with Mr. Rice's contract #1965, near The Dalles, Oregon, although not the name of the bonding company.

In order to complete our file we will appreciate your supplying us with the name of the surety for this particular contract.

For your convenience we enclose herewith a business reply envelope. Thanking you very kindly for your further assistance to us in this matter we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B
Encl

RECEIVED
APR 30 1937
FOR FILING
11-1/1203

April 29, 1937

Mr. H. L. Rice
2306 S. E. Pine Street
Portland, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of Contract No. 1966, which was awarded to you on April 6, 1937, for the furnishing of crushed rock in stock piles on the Memaloose Park-Dillon and John Day River-Blalock Sections of The Columbia River Highway, in Wasco, Sherman and Gilliam Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
AUG 21 1937
FOR FILING
11-1203

April 6, 1937

Mr. E. L. Rice
2906 S. E. Pine St.
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for Rock Production Project on the Memaloose Park-Dillon and John Day River-Blalock Sections of the Columbia River Highway, in Gilliam, Sherman and Wasco Counties.

This award was based on your bid of $21,772.00 submitted on March 26, 1937.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]

OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

File

SALEM OREGON APRIL 8 1957

E L RICE
2905 S E PINE ST
PORTLAND OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR MEMALOOSE PARK DILLON AND JOHN DAY RIVER BLALOCK ROCK PRODUCTION PROJECT FOR WHICH YOU SUBMITTED LOW BID ON MARCH 28 STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

		Preparation of Stockpile Site, Lump			800.00
		Purchase, Haul and Stockpile Screen Rejects, Lump			350.00
		Total amount of Estimate			15,896.50

JOHN DAY RIVER-BLALOCK SECTION

4	3/4" - ½"	Crushed Rock in Stockpile	2,920 c. y.	2.10	6,132.00
5	½" - ¼"	Crushed Rock in Stockpile	1,440 c. y.	2.40	3,456.00
6	¼" - 0"	Crushed Rock in Stockpile	1,440 c. y.	2.00	2,880.00
		Preparation of Stockpile Site, Lump			700.00
		Purchase, Haul and Stockpile Screen Rejects, Lump			250.00
		Total amount of Estimate			$13,418.00

Form 5-S-1 28775 5M 9-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

11-1203

RECEIVED
MAR 24 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 22nd
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are submitting herewith the following estimate for the comparison of bids on the Columbia River Highway Rock Production Project, Memaloose Park-Dillon and John Day River-Blalock;

MEMALOOSE PARK-DILLON SECTION

Item No.	Item		Unit Price	Amount
1	3/4" Crushed Rock in Stockpile	1,830 c. y.	1.85	3,385.50
2	½" - ¼" Crushed Rock in Stockpile	3,570 c. y.	2.30	8,211.00
3	¼" - 0" Crushed Rock in Stockpile	1,800 c. y.	1.75	3,150.00
	Preparation of Stockpile Site, Lump			800.00
	Purchase, Haul and Stockpile Screen Rejects, Lump			350.00
	Total amount of Estimate			15,896.50

JOHN DAY RIVER-BLALOCK SECTION

Item No.	Item		Unit Price	Amount
4	3/4" - ½" Crushed Rock in Stockpile	2,920 c. y.	2.10	6,132.00
5	½" - ¼" Crushed Rock in Stockpile	1,440 c. y.	2.40	3,456.00
6	¼" - 0" Crushed Rock in Stockpile	1,440 c. y.	2.00	2,880.00
	Preparation of Stockpile Site, Lump			700.00
	Purchase, Haul and Stockpile Screen Rejects, Lump			250.00
	Total amount of Estimate			$13,418.00

Total Amount of Both Estimates 29,314.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

RECEIVED
MAY 12 1937
FOR FILING

Carbon Copy filed
6-1203

OREGON STATE HIGHWAY COMMISSION
SALEM

February 25, 1937

Mr. E. G. Smith,
Construction Engineer
OFFICE

Dear Sir:

The State Highway Commission, on February 19, authorized the Engineer to take bids for the following rock production projects:

11,400 cu. yds. rock for maintenance materials for the Powers Road-Mystic Creek Section of the Coos Bay-Roseburg Highway, at estimated cost of $26,900;

11,500 cu. yds. maintenance materials for the Columbia River Highway from Mile Post 78.4 to Mile Post 100.0 and from Mile Post 120.0 to Mile Post 136.36, which you estimated to cost $30,000.

Yours very truly,

Secretary

HBG:MS

cc - R. H. Baldock
C. B. Prebert

FORM 2-A-1 [illegible] 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
F ———
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6b.

January 19th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Authority is requested from the Commission to crush the 11,500 cubic yards of maintenance material, at an estimated cost of $30,000, on the Columbia River Highway from M.P. 78.4 to M.P. 100 and from M.P. 120 to M.P. 136.36.

Will you kindly place this on the agenda for consideration at the next meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

CONTRACT# 1965

18-1203 Fort Klamath-Chiloquin Rock
Production

1966

FORM [illegible] 1500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 17 1938
FOR FILING
18-1203

Sept
~~December~~ 15th
1938

RECEIVED
SEP 16 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

In accordance with your letters of August and September 10th and Mr. Baldock's letter of August 3rd addressed to Mr. B. G. Courtright, we enclose herewith six copies of an approved State Highway Bill in favor of the Klamath Indians in the amount of $227.61, together with State of Oregon Voucher signed by Mr. Courtright covering payment of royalty on a quarry site lease from the Klamath Indian Tribe and Kate Brown.

Above materials were used on A. S. Wallace's Contract #1966.

As we are not certain to what prefix this item should be charged we have purposely omitted charging out the bill.

Please charge out same and return one copy to this office for our records.

Very truly yours,

NOTED
State Highway Engineer

PAUL VAN SCOY
Acting Division Engineer

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓
Mr. J. D. Devers
Mr. H. G. Smith

H. B. GLAISYER
F. L. TOU VELLE, JACKS
E. B. ALDRICH, PENDLETON
HENRY F. CABELL, CHAIRMAN
COMMISSIONERS

RECEIVED
SEP 21 1938
FOR FILING

Materials
Purchases
Rock

August 3, 1938

Mr. B. G. Courtright, Superintendent
Klamath Indian Agency
Klamath Agency, Oregon

Dear Mr. Courtright:

Reference is made to your letter of July 28, concerning your lease No. C-1048 and your permit No. 98, applying to the use of a quarry site in Section 26, T. 33 S., R. 7½ E., W. M., in Klamath County.

Investigation indicates that a quantity of rock has been removed from the quarry site and that a payment is due you in connection therewith. We are, therefore, asking our Division Engineer at Bend to ascertain the amount of rock taken and to submit a billing for it.

We will advise you further as soon as we have the required information.

Very truly yours,

State Highway Engineer

cc Mr. W. E. Chandler

On Sept. 12th, Chandler wrote to Warren to prepare voucher and Receipt [illegible] for Courtright.

RECEIVED
1 - 1938
STATE HIGHWAY COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS
FIELD SERVICE
KLAMATH INDIAN AGENCY
Klamath Agency, Oregon

July 28, 1938

Lease No.
0-1048
Permit No.
88

(2)

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Reference is made to your lease No. 0-1048, and your permit No. 88 covering the use of allotted and tribal lands described there in as a quarry site and the removal of rock, in Section 26 Township 33 South, Range 7½ East of the Willamette Meridian in Oregon under this jurisdiction, and covering the annual period ending February 28, 1938.

Each of these contracts provide that the sum of 2¢ per cubic yard, truck measure, be paid as royalty for materials actually taken, payments to be nade on or before July 31, 1937, and February 28, 1938. Kindly be advised that no payment or accounting has been made on either of these contracts to date.

In this connection please check your records for any accounting that might be in arrears, covering the use of a quarry site at this location. Also note there is no contract in force covering use of any part of this site except five year lease, beginning March 1, 1934, on part of allotment No. 975.

Please give this office a report on the above matter at your early convenience.

Very truly yours,

B. G. Courtright
B. G. Courtright
Superintendent

REFERRED TO
[illegible]
State Highway Engineer
Please prepare reply

HRM

1966

RECEIVED
AUG 17 1937
FOR FILING
18-12113

August 17, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1966 for the construction of the Fort Klamath-Chiloquin Section of The Dalles-California and Crater Lake Highways in Klamath County has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 27, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $19,139.04, including the final payment. Of this amount $57.50 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1966

RECEIVED
JUL 31 1937
FOR FILING
18-1203

July 29, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on Contract No. 1966 for the construction of the Fort Klamath-Chiloquin Section of The Dalles-California and Crater Lake Highways in Klamath County. This payment will be made on or after August 7, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 333—5M—5-36

OREGON STATE HIGHWAY COMMISSION

- 1937

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1937

Section Fort Klamath-Chiloquin

Highway The Dalles-California, Crater Lake, & Chiloquin Market Road

Contractor A. S. Wallace

Date of contract April 6, 1937

Date work started April 26, 1937

Amount of contract $17,680.00

Kind of work Rock Production

Section prefix 18-1203

Contract number 1966

Date of completion July 31, 1937

Estimated date of completion July 3, 1937

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering $18,080.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 480.00, 2.7 %

Date project was completed July 2, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing operations on Wednesday and is now dismantling his plant. He is a very efficient operater and turned out a good product.

Stockpiles measured on Thursdays and Friday. Final estimate will issue on the 10th.

- 1937

This report is final.

- 1937

Signed

Address 119 S. 5th St., Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	[illegible]TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8500 Cu. Yds.		
Estimated quantities moved or placed to date			8500		
Average daily quantities			213		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men						Supervision	1
Men and teams						Intermediate	4
Men and trucks under 3 tons						Unskilled	5
Men and trucks over 3 tons							
Men and tractors							
						Total	10

Equipment used during week: Drag line 1 Shovels ......, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants 1......,

Compressors 1...., Bull Dozers ......, Sheet-foot rollers ......, Small Trucks 8 ......, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Warm		
Monday	Cloudy & Warm		
Tuesday	Showers	3	Rain
Wednesday	Clear & Warm		
Thursday	Clear & Warm		
Friday	Clear & Warm		
Saturday	Clear & Warm		

RECEIVED
APR 30 1937
FOR FILING
18-1203

April 29, 1937

Mr. A. S. Wallace
Roseburg
Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of Contract No. 1966, which was awarded you on April 6, 1937, for the furnishing of crushed rock in stock piles on the Fort Klamath-Chiloquin Section of State Highway, in Klamath County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM 2-K-1 2M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

X
R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 15 1937
FOR FILING

18-1203

April 10, 1937

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

It appears that all options on the Fort Klamath-Chiloquin Section of The Dalles-California and Chiloquin highways, for which bids were received March 26th, have been acquired.

Mr. C. C. Kelley also advises that he has secured permission to enter onto the Tribal land and Kate Brown property and that the papers have been forwarded to Washington by the Indian Superintendent.

If you do not consider it necessary to await the formal completion of rights on the Indian lands there would appear to be no reason why the contract can not be awarded at this time so far as the right of way department is concerned.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. S. H. Probert
Mr. H. G. Smith

NOTED
[illegible]

Awarded April 6th,
SHP

RECEIVED
AUG 21 1937
FOR FILING

18-1203

April 6, 1937

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the furnishing of crushed rock in stock pile on the Fort Klamath-Chiloquin Section of The Dalles-California and Chiloquin Highways in Klamath County.

This award was based on your bid of $17,660.00, submitted on March 26, 1937.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

File

SALEM OREGON APRIL 6 1937

A S WALLACE
ROSEBURG OREGON

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR FURNISHING ROCK FOR FORT KLAMATH CHILOQUIN SECTION ON BASIS YOUR BID WHICH WAS LOW ONE RECEIVED ON MARCH 26 STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

Preparation of Stockpile Site, Lump	250.00
Purchase, Haul and Stockpile Screen Rejects, Lump	1,000.00
Total Amount of Estimate	20,610.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

FORM 8-G-4 22775 2M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

18-1203

X

RECEIVED
MAR 24 1937
FOR FILING

March 22nd
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are submitting herewith the following estimate for the comparison of bids on the Fort Klamath-Chiloquin, Rock Production Project:

Item No.		Item		Unit Price	Amount
1	3/4" - ½"	Crushed Rock in Stockpile	3,900 c.y.	2.40	9,360.00
2	½" - ¼"	Crushed Rock in Stockpile	3,600 c.y.	2.50	9,000.00
3	¼" - 0"	Crushed Rock in Stockpile	1,000 c. y.	1.00	1,000.00
		Preparation of Stockpile Site, Lump			250.00
		Purchase, Haul and Stockpile Screen Rejects, Lump			1,000.00
		Total Amount of Estimate			20,610.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

CONTRACT# [redacted] 1967

9-1201 Bend Crescent Rock Production
The Dalles-Calif. Hwy.

1967

RECEIVED
DEC 30 1937
FOR FILING

9-1201

December 30, 1937

MARYLAND CASUALTY COMPANY
Ransom & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 1967 for the furnishing of 10,000 cubic yards of material in stock piles on the Bend-Crescent Section of The Dalles-California Highway, in Deschutes and Klamath Counties, has been completed by the contractor, E. C. Hall, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $26,924.25, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

#1967

RECEIVED
DEC 17 1937
FOR FILING
9-1201

December 16, 1937

Maryland Casualty Company,
Hanson & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall on Contract No. 1967, Bend-Crescent Section of The Dalles-California Highway in Deschutes and Klamath Counties. This payment will be made on or after December 27, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

R.H. Boldock. ✓

9-12

RECEIVED
JAN 5 1938
FOR FILING

Bend-Crescent Rock Production
Contract 1967 Prefix 9-1201
E. C. Hall, Contractor Robt. Gould, Resident Engineer

FINAL COST REPORT

December 15th, 1937

Item	Cost	Quantities	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$9,440.40	5,727.7 cu. yd.	1.6482	2.00	$11,455.40
½"-¼" " " " "	9,286.94	5,634.3 cu. yd.	1.6482	2.00	11,268.60
Screen Rejections	1,240.25	4,961.0 cu. yd.	0.2500	0.25	1,240.25
PA #1 Hauling Crushed Rock Pile Measure	10,762.76	163,750.25 yd. mi.	0.0657	* 0.03029	4,960.00
	$30,730.35				$28,924.25

* NOTE: Contractor's bid on haul was 0.10 per yard mile, but due to a change in quarry site, the amount of haul was increased and required a revision of the bid price to offset the additional haul.

Total Cost	$30,730.35
Gross Revenue	28,924.25
Net Loss	$1,806.10

Net Loss Equals 6.24% of Gross Revenue

15H D7190-K

Contract 1967

Labor:

Supervision	$ 258.18	
Labor	6,261.32	
State Industrial Accident Insurance 6½%	432.77	
Unemployment Compensation 2%	130.39	
Old Age Benefit 1%	65.20	$7,138.86

Miscellaneous:

Hired Trucks	$5,424.91	
Equipment Rental	9,199.50	
Gas, Oil & Grease	3,414.92	
Move In and Set Up	2,344.24	
Plant Lumber	686.69	
Stockpile Lumber	100.00	
Transport Men & Materials	585.50	
Shop Expense	182.53	
Miscellaneous Expense	781.72	
Overhead Expense	148.36	
Home Office Expense 1½% of Revenue	433.87	
Bond 1% of Revenue	289.25	23,591.49
Total Cost		$30,730.35

Contract 1967

Crushing Costs

	Cost	Quantity	Unit Cost
Crusher Erection	$3,422.78	11,362 cu. yd.	0.3012
Pit to Crusher	7,129.43	11,362 cu. yd.	0.6275
Crusher Operation	5,518.20	11,362 cu. yd.	0.4857
Haul Waste From Crusher	1,668.82	11,362 cu. yd.	0.1469
Load Stockpiled Material	334.48	11,362 cu. yd.	0.0294
Stockpiling Expense	653.63	11,362 cu. yd.	0.0575
	$18,727.34	11,362 cu. yd.	1.6482

The crushing plant consisted of an 8-inch Traylor gyratory and a 20" x 40" roll crushers, a 3 x 8 and a 3 x 10 two-deck screens, 70 feet of bucket and 200 feet of belt conveyor, an RD 1300 cat (120 h.p.) engine, and two 40 h.p. McCormick engines with a generator and three electric motors for operating the conveyor, screen and lighting systems.

Loose gravel was loaded by a 1 3/4 yd. gas electric shovel into three 1½ ton trucks and dumped over a grizzly to the Traylor. An excess of fine material removed by the grizzly amounted to about 30,000 cubic yards and two 1½ ton trucks were required to haul this waste to piles near the plant. 11,362 cubic yards of crushed rock were produced in 525 hours crusher operating time at the rate of 22 cubic yards per hour. The amount of waste material handled from pit to crusher greatly increased the unit cost of this item when figured on the basis of pay material produced. 4,961 cubic yards of ¼ - 0 screen rejections were also produced along with the pay material.

Contract 1967

REMARKS:

This job was awarded April 10th, 1937. Right of way controversies held up start of work until August 30th, and five weeks were required, through a period of good weather, to finish October 2nd.

After inspecting the quarry sites offered by the State for this job, the contractor elected to use a gravel bar of his own choice. This bar was located 3.7 miles from mile post 169, which is almost at the middle of the project. Choice of the bar eliminated the cost of shooting two quarries and required only one set-up instead of two. It also avoided the handling of rotten rock which would have been costly to scalp out of the quarry material. The gravel bar also presented difficulties, the material containing a high percentage of fines, which were separated by a grizzly and hauled to stockpiles near the crusher. It is estimated that this waste amounted to 35,000 cubic yards in producing 11,362 cubic yards of crushed rock and 4,961 cubic yards of ¼ - 0 screen rejections.

The haul from the gravel site greatly exceeded that figured from the two quarry sites, and, on the basis of a bid of 10 cents a yard mile on the original haul, this item was revised to 0.03029 per yard mile. About 25% of the haul was done by rented trucks at a price of 5 cents per yard mile, and cost of hauling the balance by the contractor's trucks was held down to prevent a greater loss on this item. In spite of the difficulties met in the crushing operations, the cost was held low. Profit earned on crushing and stockpiling could not offset the loss occasioned by the change in haul.

E. H. Clymer
Cost Analyst

By . . M. G. Smith
Ass't Cost Analyst

FORM 8-8-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 20 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1937
FOR FILING
9-1201

October 19th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding you herewith request from L. C. Hall, General Contractor, for an extension of time on his rock production contract, #1967, Bend-Crescent section of the Dalles-California Highway. Also, the consent of his surety.

Please be advised that this contract has been completed several days and that this extension costs the State no money and has not interferred with normal traffic, therefore, I recommend that it be extended without penalty.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock ✓

1967

RECEIVED
OCT 16 1937
FOR FILING
9-1201

October 15, 1937

Mr. E. C. Hall,
Eugene, Oregon.

Dear Sir:

Reference is made to your contract No. 1967 - Bend-Crescent Section in Deschutes and Klamath Counties.

The completion date of this contract was July 15, 1937, and according to our records the work was not completed until October 4, 1937. Will you please submit your application for an extension of time up to and including the date of completion. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

cc to W. R. Chandler.
Mr. Chandler:
Please advise of your recommendations.
H. B. Glaisyer

Form [illegible]

RECEIVED
[illegible] 1937
[illegible]
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 9, 1937.

Section Bend-Crescent Rock Production Project.

Kind of work Production of Stockpile Rock

Highway The Dalles-California

Section prefix 9-1201

NOTED
State Highway Engineer

Contractor E. C. Hall

Contract number 1967

Date of contract April 10, 1937

Date of completion July 15, 1937

Date work started August 30, 1937

Estimated date of completion Completed

Amount of contract . . . . . . $ 24700.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . $ 24700.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 475.00, 2.0 %

Date project was completed October 5.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Production and delivery of rock on project was completed on Monday October 4 and trimming of stockpiles on Tuesday October 5.

Approximately 3000 yards of crusher rejects stocked at the crusher site and 400 yards delivered to stockpiles.

The rejected undersize material from the pit, amounting to about 30,000 to 40,000 yards of sandy material is left at the pit site. This material would possibly have some value as shoulder material on future construction or as road mix aggregate. For the latter purpose additional fines would doubtless be required. A sample of same has been sent to the laboratory for test as to its suitability for road mix purposes.

NOTED
H. H. SMITH

RECEIVED
OCT 15 1937
[illegible]

Signed Resident Engineer,

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

cc-Mr. R. H. Baldock ✓

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			45		
Miles partially completed			xxx		
Miles completed			All		
Total estimated quantities			10000		
Estimated quantities moved or placed to date			10000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			7		
Average force on project for week			24 (1 day)		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 1,

Compressors 0, Bull dozers 0, Sheet-foot rollers 0,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Weather fair all week. No delays.		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

cc-Mr. R. H. Baldock ✓

1-B-1 1200 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 20 1937
FOR FILING
9-1201

1937

August 18, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are submitting to you herewith six copies of a Price Agreement covering the change in plans on the Bend-Crescent Rock Production Project, Contract #1967.

When the contractor was granted the privilege of occupying a new source of material, located as shown on the accompanying sketch map (tracing cloth), it was with the understanding that the rock would be produced and placed in the stockpiles at no increase in cost to the state. For this reason, we have secured this Price Agreement.

In order to protect the Department's rights over the vast amount of waste and screen reject materials and in addition to make available a practically unlimited source of maintenance rock, it was decided that the state would secure this property from the owners. A twenty year lease has been drawn and executed by the property owners for the total cost of $270. copies of which have been previously submitted.

The stockpile site shown on the plans at Mile Post 157 is on County property; Permission to stockpile material has been obtained from the County. This site is in the area owned by the Shevlin-Hixon Lumber Company.

The stockpile site at Mile Post 168.9 is state owned property, Drawing IRI-1748 (40 acres). This site has been added to save all back haul from stockpile site at Mile Post 171.6 as shown on the original plan.

In order to assist in checking our computations, we are submitting herewith a list showing the location of stockpile sites, quantities to be stockpiled at each site, distance from quarries to sites and miles of haul.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED

RMS:f
Encls.
cc-Mr. R. H. Baldock ✓

RECEIVED
APR 30 1937
FOR FILING
9-1201

April 26, 1937

Mr. E. C. HALL
775 West Eleventh Street
Eugene, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of Contract No. 1967, which was awarded to you on April 10, 1937, for the furnishing of crushed rock in stock piles on the Bend-Crescent Section of The Dalles-California Highway in Deschutes and Klamath Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
APR 2 6 1937
FILING

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. O. ROWLAND, SECY.

9-1201

April 23, 1937

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

RECEIVED
APR 2 6 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 46386 - E. C. HALL to STATE OF OREGON - Bend-Crescent Section of The Dalles-California Highway, Deschutes & Klamath Counties, Oregon.

Gentlemen:

We are forwarding to you today, by Railway Express, four copies of the above captioned bond and contract, all of which have been executed by Mr. Hall and on behalf of the Maryland Casualty Company.

When this contract has been approved, will you kindly forward copy for the Maryland Casualty Company to Hansen & Rowland, Inc., 201 Washington Bldg., Tacoma, Wash.

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By F Tunnard
Surety Bond Department

MF

RECEIVED
AUG 24 1937

9-12 61

April 10, 1937

Mr. E. G. Hall
775 West 11th Street
Eugene, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Bend-Crescent Rock Production Project on The Dalles-California Highway in Deschutes and Klamath Counties. This award was based on your bid of $24,700.00 submitted on November 9, 1936, and in accordance with your letter of April 7, 1937.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer
Secretary

HBG:AM

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1207-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON

APRIL 10 1937

E G HALL

775 WEST 11th Street

EUGENE OREGON

CONTRACT FOR BEND CRESCENT ROCK PRODUCTION PROJECT AWARDED TO YOU TODAY IN ACCORDANCE WITH LETTER OF APRIL 7

H B GLAISYER
SECRETARY OREGON STATE HIGHWAY COMMISSION

File

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

By

H. G. Smith
Construction Engineer

I agree to accept the award under the conditions set forth Above.

____

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 ... 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 16 1937
FOR FILING

1-1201

OREGON STATE HIGHWAY COMMISSION

SALEM

April [illegible], 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Hall
Hotel Medford
Medford, Oregon

NOTED
State Highway Engineer

Dear Sir:

The State Highway Commission is ready to award the contract for the Bend-Crescent Rock Production Project on your bid submitted at the letting on November 5th, 1936, eliminating stockpile sites at Mile Posts 167, 180, 155.2 and 181.1, as we were not able to make adequate arrangements for stockpiling on the property of the Shevlin-Hixon Co. In lieu thereof, sites will be used at Mile Posts 162.2 and 180.5.

It is understood that you will start the production of the crushed rock within forty (40) days after the award of the contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

I agree to accept the award under the conditions set forth above.

____

RGS:AH

cc to: R. H. Baldock ✓

FORM 6-A-1 10M 10-36

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 30 1937
FOR FILING

9-1201

March 26th, 1937

Mr. E. C. Hall, Contractor
755 W. 11th Street
Eugene, Oregon

NOTED

Dear Sir:

New stockpile sites have been secured on the Bend-Crescent Project to take the place of those we were unable to acquire from the Shevlin-Hixon Co., and I am submitting herewith, a map showing the locations of these sites.

As soon as you signify your acceptance of the sites, the contract will be awarded you.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AH

cc to: R. H. Baldock

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR 30 1937
FOR FILING

9-1201

March 24th
1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of March 23rd with reference to the Bend-Crescent Rock Production project and alternate stockpile sites pertaining thereto, wish to state that alternate sites have been selected.

Property descriptions, standard sketch map and request for authority to open negotiations were sent to your office on March 8th. Also, an option was taken by Resident Engineer, Gould, for the Ralph P. Francisco property which was sent to your office on March 17th, at which time, we stated that no alternate sites were available for stockpiles D and E.

If no difficulty has been encountered or is anticipated in securing the forty acre tract of government land located at Mile Post 162.9 in the Northeast Quarter of the Northeast Quarter (NE¼NE¼), Section 6, Township 21 South, Range 11 E.W.M., would recommend that the contract be awarded at once as any adjustment necessary to compensate the contractor for additional haul is covered in the contract under Item 3,"Hauling Crushed Rock, Pile Measure".

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

9-1201

September 23, 1936

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Answering your letter of the 21st inst. inquiring whether or not the Highway Commission authorized the contracting for maintenance materials for the Bend-Crescent Section of The Dalles-California Highway, which you estimate will cost approximately $25,000, I wish to state that this matter had the attention of the Commission at its meeting held on August 27 and was approved by the Commission on that date.

My records indicate that I advised you by letter of the Commission's action on August 31.

Very truly yours,

Secretary

HBG:MHL

cc - R H Baldock
J M Bishop

7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 21st, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Chandler is requesting permission to have the Bend-Crescent Maintenance Material project contracted at the November 4th meeting of the Commission. This project Consists of the following:

3/4" - ½" Crushed Rock in Stockpile	5000 C.Y.	at 1.70 =	$ 8,500.00
½" - ¼" Crushed Rock in Stockpile	5000 C.Y.	at 1.70 =	8,500.00
Hauling Crushed Rock, Pile Measure	47000 Y.M.	at 0.11 =	5,170.00
			$ 22,170.00
Engr. & Cont.			2,230.00
Purchase & Haul Rejects			1,000.00
			$ 25,400.00

It occurs to me that this was authorized by the Commission several months ago, but I can find no record of it in our files; if not, please place it on the agenda for discussion by the Commission at its next meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. N. Bishop

ANSWERED
H. B. G.

FORM 8-C-1 22775 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Const
Projects
Rock Production

September 18th
1936

RECEIVED
SEP 21 1936
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Attached are three copies of the special provisions, estimate quantities and estimate of cost on the Bend- Crescent Maintenance Materials project.

There is no sketch map attached of the project but this can be prepared quite readily from records in Mr. Probert's office. The Lava Butte Quarry is located 0.2 mile east of Mile Point 152.4 with a stockpile to be made on the same site. The quarry site at Mile Point 185.6 is 1.1 miles east of the highway with the stockpile site at this location to be 0.3 mile east of the highway on the quarry site road. The quarry is rather high in elevation and in heavy timber, expensive to prepare a stockpile site. The proposed site 0.3 mile east of the highway is on leveled land in a cleared area. All other sites are immediately adjacent to the highway.

You will note the contractor is to clear all stockpile sites without additional compensation. There are no trees to clear at the sites and there is very little brush on them. The twelve sites specified could be cleared for $100.00 but if we were to pay for it as extra work, it would no doubt cost much more.

The Lava Butte quarry site is on Forest Service land. We will make application for special use permit to the Forest Service.

The quarry at Mile Point 185.6 is on private timber company land and we are surveying the site at the present time and will prepare map and description.

Most of the stockpile sites are on private timber company holdings which, from past experience, we doubt can be purchased or leased. Most all the land is potential exchange land with the Forest Service and the timber companies do not like to have it encumbered with a lease.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. Baldock 9-18-36

In the past we have secured written permission to occupy the land or taken a short term lease.

A short term lease would not be so desirable and we have in mind securing written consent to occupy the stock-pile sites which are all in natural clearings. Surveys of the sites are being made at the present time and complete data on all sites will be sent in shortly.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

By:
W. O. Widdows

wow:f

Encl.

6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Rock Products

September 2nd, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

You may submit "special provisions" for producing 12,000 cubic yards of maintenance materials for the Dalles-California Highway between Bend and the Willamette Highway Junction in the amount of $25,000. This project was approved at the meeting of the Commission on August 27th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Coast
Aggregate
Rock Production

August 31, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. M. G. Smith,
Construction Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on August 27, approved the contracting for 12,000 cu. yds. of maintenance materials for The Dalles-California Highway between Bend and the Willamette Highway Junction, which is estimated to cost $25,000.

Yours very truly,

Secretary

HBG:MC

cc - R. H. Baldock ✓
J. N. Bishop

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
Rock Production

OREGON STATE HIGHWAY COMMISSION

SALEM

August 21st, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Bishop is requesting authority to crush and stockpile 12,000 cubic yards of rock between M.P. 142 (Bend) and M.P. 192 (junction of the Willamette Highway). The estimated cost of this project is $25,000.

In this connection, it may be well to discuss with the Commission the other maintenance material projects which were held up pending some adjustments of the budget.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

6-3-1 1900 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Rock Production

August 18, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Att. Mr. J. N. Bishop

Dear Sir:

At the present time we have no crushed rock maintenance materials between Bend and the Willamette Highway junction south of Crescent. We would like to put on a maintenance materials project to cover this section from mile post 142 to mile post 192 to be produced from an old quarry site at Lava Butte, M.P. 152.42 and an old quarry site near Crescent at M.P. 185.6.

Approximately 6000 yards would be produced at each setup or a total of 12,000 cubic yards.

We would like to secure approval on preparing a $25,000 project to be contracted in the near future so as to have the materials for the spring patching.

Very truly yours,

W. E. Chandler
Division Engineer

wee/wew/jn

NOTED
State Highway Engineer

FORM 5-A-1 6M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

9-12

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

September 21st, 1936

~~Mr. H. B. Glaisyer~~
~~Secretary~~
~~O f f i c e~~

NOTED

Dear Sir:

Mr. Chandler is requesting permission to have the Bend-Crescent Maintenance Material project contracted at the November 6th meeting of the Commission. This project Consists of the Following:

3/4" - ½" Crushed Rock in Stockpile 5000 C.Y. at 1.70 =		$ 8,500.00
½" - ¼" Crushed Rock in Stockpile 5000 C.Y. at 1.70 =		8,500.00
Hauling Crushed Rock, Pile Measure 47000 Y.M. at 0.11 =		5,170.00
		$ 22,170.00
	Engr. & Cont.	2,230.00
	Purchase & Haul Rejects	1,000.00
		$ 25,400.00

It occurs to me that this was authorized by the Commission several months ago, but I can find no record of it in our files; if not, please place it on the agenda for discussion by the Commission at its next meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. H. Bishop

This was approved on Aug 27th
HBG

RECEIVED
JAN 20 1937
FOR FILING

9-1201

August 31, 1936

Mr. H. G. Smith,
Construction Engineer
OFFICE

Dear Sir:

The State Highway Commission, at its meeting on August 27, approved the contracting for 12,000 cu. yds. of maintenance materials for The Dalles-California Highway between Bend and the Willamette Highway Junction, which is estimated to cost $25,000.

Yours very truly,

Secretary

HBG:MC

cc - R. H. Baldock
J. M. Bishop

FORM 2-A-1 10M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

6F

August
19th
1936

IN REPLY PLEASE REFER TO FILE NO. 721.2

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

We are in need of maintenance material on The Dalles-California highway between mile posts 142 (Bend) and 192 (junction with the Willamette highway).

There should be crushed and stockpiled at least 12,000 cubic yards which Mr. Chandler has tentatively estimated to cost approximately $25,000.

I recommend that authority be obtained to prepare, advertise and let the project sometime in the near future in order that we will have the material on hand for next spring's patching and oiling.

Mr. Chandler states that there are two quarries on this section, which can be used.

Very respectfully,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

cc H. G. Smith

REFERRED TO
Mr. Glaisyer ✓
By State Highway Engineer
For Comm. Meeting

M

HAIRMAN, PORTLAND
NCH, PENDLETON
TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 21st, 1936

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Bishop is requesting authority to crush and stockpile 12,000 cubic yards of rock between M.P. 142 (Bend) and M.P. 192 (junction of the Willamette Highway). The estimated cost of this project is $25,000.

In this connection, it may be well to discuss with the Commission the other maintenance material projects which were held up pending some adjustments of the budget.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

CONTRACT# [redacted] 1968

FA 189-C Turkey Hill-Chenoweth Park 1937
Sec., Pacific Hwy.
1968

R.H. Baldock

January 29th, 1938

FINAL COST ANALYSIS

Turkey Hill-Chenowith Park Section
Pacific Highway
Contract 1968 Prefix 10-1111
Jacobsen & Jensen, Contractors
E. E. Umphlette, Resident Engineer

NOTED

189-e

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,184.04	100%		$1,007.00	$1,007.00
Trench Excavation	958.12	1,030.9 cu. yd.	0.93	1.00	1,030.90
Excavation, Single Class	10,230.32	42,637.4 cu. yd.	0.24	0.25	10,659.35
Overhaul	972.58	50,668.3 yd. sta.	0.019	0.02	1,013.37
Truck Haul	1,248.96	6,506.7 yd. mi.	0.206	0.20	1,301.34
Finishing Roadbed & Slopes	255.20	1.16 Mi.	220.00	100.00	116.00
Rounding Cutbanks	291.40	2,914 lin. ft.	0.10	0.10	291.40
12" Concrete Pipe	133.95	111 " "	1.207	1.30	144.30
24" " "	1,178.77	381 " "	3.094	3.20	1,219.20
36" " "	640.88	96 " "	6.676	7.00	672.00
Salvaging Culvert Pipe	57.36	109 " "	0.526	0.60	65.40
Pavement Cutting	75.11	102.8 " "	0.73	1.00	102.80
Class "D" Concrete	2,259.35	98.28 cu. yd.	22.99	20.00	1,965.60
Metal Reinforcement	793.50	15,789 lb.	0.05	0.07	1,105.23
Gravel Base	7,223.45	4,458.5 cu. yd.	1.62	1.60	7,133.60
1" - 0 Mat'l in Shoulders and Surfacing	2,135.39	796.5 cu. yd.	2.68	2.30	1,831.95
Sand Cushion	880.24	369 cu. yd.	2.386	2.00	738.00
Filler	30.55	81 cu. yd.	0.377	0.40	32.40
Hauling Filler	11.95	45 yd. mi.	0.266	0.20	9.00
Portland Cement Concrete Pavement	18,449.10	10,266.67 sq. yd.	1.797	1.68	17,248.01
Expansion Joints	157.79	1034 lin. ft.	0.153	0.10	103.40
Contraction Joints	183.83	5126 lin. ft.	0.036	0.02	102.52
Dowels	792.04	5224 only	0.152	0.10	522.40

KH

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Tie Bars & Metal Reinforcement	$203.35	3,570 lb.	0.057	0.05	$178.50
Extra Cost of High Early Strength Cement	103.50	517.5 bbl.	0.20	0.50	258.75
Provision for Traffic	366.93	100%		500.00	500.00
(9" Perf. Corr. Iron Pipe	139.65	114 lin. ft.	1.225	1.25	142.50
PA #1 (8" Porous Conc. Drain Tile	612.81	1,150 lin. ft.	0.533	0.50	575.00
(Rock Backfill	513.35	165 cu. yd.	3.11	2.75	453.75
PA #2 Cement Adjustment	Deduct	- 209.018 bbl.	2.08		- 434.76
Excess Engineering Expense	Deduct				- 270.02
	$52,083.47				$49,818.89

Total Cost	$52,083.47
Gross Revenue	49,818.89
Net Loss	$2,264.58

Net Loss Equals 4.55% of Gross Revenue

Contract 1568
Detail of Cost

Labor:

Supervision	$1,829.40	
Labor	12,723.13	
State Industrial Accident Insurance 6½% of Payroll	945.91	
Unemployment Compensation 2% of Payroll	291.05	
Old Age Benefit 1% of Payroll	145.52	
		$15,935.01

Materials:

Gravel Base (Del'd on Job)	4458.5	cu. yd. at 1.30	$5,796.05	
1" - 0 Mat'l (In R.R. cars at Isadore)	796.5	cu. yd. at 1.65	1,314.23	
Sand Cushion " " " " "	369	cu. yd. at 1.45	535.05	
Gravel for Culvert	64	cu. yd. at 1.45	92.80	
Sand " "	46	cu. yd. at 1.45	66.70	
Cement " "	162 3/4	bbl. at 2.08	338.52	
Metal Reinforcement	15789	lb. at .0404	637.88	
Gravel for Pavement (In R.R. cars at Isadore)	1460	cu. yd. at 1.45	2,117.00	
Sand for Pavement " " " "	975	cu. yd. at 1.45	1,413.75	
Cement for Pavement	3051.1	bbl. at 2.08	6,347.12	
Expansion Joints	1034	lin. ft. at .1004	103.81	
Contraction Joints	5126	lin. ft. at .0148	75.86	
Dowels	5224	at .126	658.22	
Dowel Sleeves	1034	at .025	25.85	
Tie Bars & Metal Reinforcement	3570	lb. at .0403	143.97	
Extra for High Early Strength Cement	517.5	bbl. at .20	103.50	
12" Concrete Pipe	111	lin. ft. at .675	74.93	
24" " "	381	lin. ft. at 2.115	805.82	
36" " "	96	lin. ft. at 4.86	446.56	
9" Perf. C.I.P.	108	lin. ft. at .684	73.87	
9" " " Wye	1	only at 6.59	6.59	
9" " " Bands	6	only at .927	5.56	
8" Porous Concrete Tile	1150	lin. ft. at .108	124.20	
Rock Backfill (At Roseburg)	165	cu. yd. at 1.45	239.25	
				$21,547.09

Miscellaneous:

Equipment Rentals	$7,355.42	
Hired Trucks (Include Gas, Oil & Grease)	1,432.44	
Gas, Oil & Grease	2,354.00	
Explosives	320.75	
Drilling Expense	29.05	
Form Lumber	169.67	
Small Tools & Miscellaneous Expense	763.24	
Move In & Freight	436.01	
Overhead Expense	744.41	
Home Office Expense 1% of Revenue	498.19	
Bond 1% of Revenue	498.19	
		$14,601.37
Total Cost		$52,083.47

Contract 1968

Paving Costs

	Cost	Quantity	Unit Cost
Preparation of Subgrade	$226.08	10,266.67 Sq. Yds.	0.0220
Water and Water Pipe	332.70	" "	0.0324
Ribbons	1,064.55	" "	0.1037
Mix, Lay and Finish	2,513.35	" "	0.2448
Cure	246.10	" "	0.0240
Cleanup & Tar	108.28	" "	0.0105
General Supervision, Bond and Overhead	1,895.19	" "	0.1846
Cement 1.19 sks per sq. yd.	6,347.12	" "	0.6182
Mineral Aggregate 0.24 cu. yd. per sq. yd.	5,715.47	" "	0.5568
	$18,449.10		$1.7970

Paving operations started on September 24th, 1937 and were completed in four weeks' time on October 21st, 1937. 10266.67 square yards of 9" - 7" - 9" concrete pavement in two 11-foot wide strips were layed in 57 hours operating time at the average rate of 180 square yards per hour. Five gaps averaging 145 feet in length had to be left in the construction of the pavement so that traffic on the old highway might pass these points of intersection with the new alignment. After the regular paving was done these gaps were paved with high early strength cement. The gaps contained 1779 square yards of pavement and constituted 17% of the total yardage. This feature of the job caused much lost time for moving equipment into position and made impossible a sustained paving operation. Due to this cause and to delays for material and wet weather 69% of available time was lost. Skilled operators at their regular wage rates were employed prior to actual paving in building a batching bunker and assisted in setting forms and preparing fine grade, thus increasing paving costs. Mineral aggregate was purchased from a commercial plant in Roseburg which delivered the material in railroad cars at a siding at Isadore. There the aggregate was loaded by a 1 cubic yard clamshell shovel into trucks and hauled 3 miles to the bunkers in the middle of the job. Delays in the operation of equipment and a loack of adequate supply of aggregate contributed to the high cost of this item.

Contract #1968

REMARKS:

This is a Regular Federal Aid Project consisting of the construction of 1.16 miles of highway roadbed, 10266.67 square yards of Portland Cement concrete pavement, 6500 square yards of rock shoulders, one 8' x 8' reinforced concrete box culvert and other incidental work. The contract was awarded April 14th, 1937; work was started May 10th and completed October 25th, 1937, 25 days after the specified completion date, for which a penalty for extra engineering costs was imposed.

Clearing and grubbing of approximately 15 acres was light and was done at a cost of $79.00 per acre.

Excavation was mostly common material, being moved by two RD-7 cats and 8-yard LeTourneau scrapers and a 40 h.p. diesel cat and dozer. Approximately 5000 cubic yards or 12% was solid, requiring about .4 lb. of powder per yard and was moved by a 1½-yard gas shovel and 1½ ton trucks. Equipment worked two 7-hour shifts per day while labor worked one 8-hour shift.

The 8' x 8' box culvert was complete in two weeks' time using a 2-sack mixer. The box contained 98.28 cubic yards of Class "D" concrete using 6.62 sacks of cement and 1.12 cubic yards aggregate per cubic yard of concrete.

Gravel base of 3" - 0 from the "Clarke Bar" three miles east of Oakland, was screened and delivered in place by a commercial firm. The delay of this firm in delivering gravel base held up operations on the entire job.

1" - 0 material, sand for sand cushion and mineral aggregate for paving were delivered in railroad cars to a siding at Isadore, three miles from the job. A 1 cubic yard clammshell shovel unloaded the cars and loaded 1½ ton trucks which hauled the material to the job. Mechanical failure of the shovel caused frequent delays. A motor grader and steam roller were used for spreading and compacting.

A small amount of filler was loaded by a 1½-yard shovel and hauled by 1½ ton trucks.

Paving operations were made difficult by the necessity of moving equipment, first to skip and later to pave gaps left for traffic. Paving crew consisted of a foreman, 4 cement dumpers, mixerman and oiler, 1 sack counter, 2 men setting dowels, expansion joints and tie bars, 1 sprinkler, 1 finishing machine operator, 1 vibrator operator, 9 spreaders and shovelers, 2 men operating porcupine roller and setting contraction joints, 3 bullfloaters, 3 hand finishers and 2 flagmen. In addition 6 men worked on forms and fine grade ahead of paving operations and 4 men shoveled sawdust and assisted in curing. Although good production was made during actual hours of paving, costs were increased by the work incidental to paving on this job.

The profit earned on grading and installation of pipe was more than offset by the high cost of materials purchased and by loss of time due to the particular nature of the paving operations on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#51968

RECEIVED
JAN 31 1938
FOR FILING

189-C

January 28, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1988 for the construction of the Turkey Hill-Chenoweth Park Section of the Pacific Highway in Douglas County, has been completed by the contractors, Jacobson-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 8, 1938,

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $49,818.90, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 3 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

189-c

IN REPLY PLEASE
REFER TO FILE NO.

December 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

We are enclosing in duplicate a statement of quantities which overrun or underrun the contract amounts more than 10%, on the Turkey Hill-[illegible] Park Section of the Pacific Highway, Contract No. 1968.

Yours very truly,

E. B. LYTLE
Division Engineer

By

R. S. [illegible]
Office Engineer

[illegible]
cc-R. H. Baldock
G. E. Probert
J. W. McAllister

Ton

FORM E-A-1 10M 7-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

In Reply Please
Refer to File No.

RECEIVED
JAN 3 1938
FOR FILING

189 C

NOTED

December 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

We are enclosing in duplicate a statement of quantities which overran or underran the contract amounts more than 10%, on the Turkey Hill-Chenoweth Park Section of the Pacific Highway, Contract No. 1968.

Yours very truly,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDC
cc--R. H. Baldock
S. H. Probert
J. W. McAllister

Enc.

RECEIVED
DEC 30 1937
FOR FILING

189C

December 29, 1937

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on Contract No. 1968 for the grading and paving of the Turkey Hill-Chenoweth Park Section of the Pacific Highway, in Douglas County. This payment will be made on or after January 6, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM S-A4 10M 9-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

189 C

December 27th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Further reference is made to the extension of time on the Jacobsen-Jensen contract #1968 on the Turkey Hill-Chenoweth Park Section of the Pacific Highway in Douglas County, F.A.P. 189-C, concerning which your letter of October 29th, recommended an extension subject to assessments for engineering costs.

On further representation by the contractor it is found that there was a delay in the award of the contract from March 25th to April 14th.

After a discussion with Mr. Baldock, we would like to recommend that any more than a 10-day delay in the award of a contract should be considered unreasonable and the time extended accordingly. Therefore, you are requested to concur in a 10-day extension of time without penalty for the unusual delay in awarding this contract, it being understood that the balance of the time be subject to the engineering assessments.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
S. H. Probert

BOARD OF COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

December 20th, 1937

Jacobsen-Jensen Co.
General Contractors
517 N. E. Stanton Street
Portland, Oregon

Attention: Mr. K. F. Jacobsen, President.

Dear Sir:

Reference is made to your letter concerning engineering costs for failure to complete the Turkey Hill-Chenoweth Park Section of the Pacific Highway on time. These costs have been assessed by the Highway Commission following the recommendation of the Bureau of Public Roads that they would not reimburse the State for engineering costs after your completion date.

There is nothing further I can do in the matter, and any appeal from this ruling must be made direct to the Commission.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Form [illegible]

GON STATE HIGHWAY COMMISSION

189C

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 11, 1937

Section	Turkey Hill-Cheneweth Park	*Kind of work*	Grading & Paving
Highway	Pacific	*Section prefix*	10-1111 (F. A. 189-C)
Contractor	Jacobsen-Jensen Co.	*Contract number*	1968
Date of contract	April 14, 1937	*Date of completion*	September 30, 1937
Date work started	May 10, 1937	*Estimated date of completion*	October 25, 1937
Amount of contract	$50,540.00	*Per cent of time elapsed*	117 %

Estimated cost of completed project, exclusive of engineering $50,191.26

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $4,441.19, 8 %

Date project was completed October 25, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

3 men, 5 days, completing Semi-Final Estimate.

Semi-Final Estimate was forwarded, by express, to the Division Offices on December 10,1937

346

-CHANGE IN PERSONNEL-

Mr. E. E. Johnston, reported for work Monday, December 6, 1937

NOTED H. G. SMITH

RECEIVED DEC 13 1937 CONST

NOTED HACKETT

NOTED H. W. LIBBY

Signed E. E. [illegible] Res. Engr.

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	1.16	0.8			0.8
Total estimated quantities	46,000 C.Yds	4,700 C.Yds			10,300 Sq. Yds
Estimated quantities moved or placed to date	42,543.6 "	4,458.5 "			10,[illegible] "
Average daily quantities	Completed	Completed			Completed
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Foggy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Showers		
Saturday	"		

RECEIVED
DEC 13 1937
FOR FILING

RECEIVED
DEC 11 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 189-C

December 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 189-C, Turkey Hill-Chenowith Park section, Pacific Highway ______, was made by a representative of this office on November 9, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

JO

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 30 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1937
FOR FILING
189-e

October 29, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

In reply to your letter of October 25th, we enclose herewith copy of a letter from Mr. Umphlette relative to the use of 46 sacks of cement in finishing the pavement on the Turkey Hill-Chenoweth Park Section.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

RBS:MDG
cc--R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 26 1937
FOR FILING
189-C

October 25th, 1937

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I call your attention to the concrete paving inspector's daily report on the Jacobsen-Jensen Turkey Hill job, under date of October 21st, 1937, in which he states that 40 sacks of cement were used on finishing the edges of pavements.

It is not clear how this cement could have been used on the edge of pavements. Please investigate the material and furnish a report as to the meaning of such an item and the reason for a construction practice which would require that amount of cement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR
cc to: R. H. Baldock

FORM 2-A-1 10M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 26 1937
FOR FILING
189-C

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 25th, 1937

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED

Dear Sir:

Will you kindly concur in a 30-day extension of time for contractors Jacobsen-Jensen on their Contract No. 1696, Turkey Hill-Chenoweth Park Section of the Pacific Highway in Douglas County.

It is recommended that the contractors be assessed with the engineering costs after the completion date of September 30th, as it is not apparent that the State is in any way involved in the delay in the furnishing of materials.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
K. D. Lytle

#170

RECEIVED
OCT 25 1937
FOR FILING
189-e

October 15, 1937

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Please find enclosed copy of a letter from Jacobsen-Jensen Company, requesting an extension of time of 30 days on their Contract No. 1988, Turkey Hill-Chenoweth Park Section in Douglas County.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 21 1937
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 8 1937
FOR FILING
161-c

Sept. 20th, 1937

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. C. SMITH

Dear Sir:

I am attaching hereto Department Order covering items needed in connection with the Turkey Hill Paving Project.

Mr. Umphlette advises that Jacobsen-Jensen do not intend to complete this job until after the work has been done at McMinnville and it occurred to me the items could be sent down from that job. In case the McMinnville job is not completed within the next two weeks, we will be able to transfer the plano-o-meter etc. from the Roseburg job.

Very truly yours,

K. D. LITTLE
Division Engineer

cc. R. H. Baldock
cc. E. E. Umphlette

KDL:AF

RECEIVED
AUG 16 1937
FOR FILING

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 189-C
Turkey Hill-Chenoweth Park section
Pacific Highway

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

Encls.

Fox

Hwy. 31529

Form P. R. 2

State Oregon

Project No. [illegible]

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of June, 1937 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 19[illegible], a project statement, which was approved by the Secretary on the 2nd day of December, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the [illegible] day of March, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-one thousand, one hundred ten and 00/100 dollars ($31,110.00) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey Station 1433+00, at the south end of Section B of said project in the SW 1/4 of Sec. 17, T. 24 S., R. 5 W., and survey Station 1475+00, in the SW 1/4 of Sec. 20, T. 24 S., R. 5 W., W.M.

, length .795 miles, in Douglas County, being Section C of Oregon project No. 109, consisting of .795 miles of roadway and no bridges, [illegible] of more than 20 feet clear span.

8—5518

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G of said project shall not in any event exceed the sum of thirty-one thousand, one hundred ten and 00/100 dollars ($31,110.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty thousand nine hundred ninety and 00/100 dollars ($50,990.00), the approved total estimated cost of Section G of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 122

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 27th day of July, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Touvelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 189-C, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $50,990.00 as the total estimated cost of said project, and the sum of $31,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of July one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP No. 189-C
Turkey Hill-Chenoweth Park
Section - Pac. Hwy.

June 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 15 1937
FOR FILING

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Turkey Hill-Chenoweth Park Section, Federal Aid Project No. 189-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 189-C

TURKEY HILL-[illegible] PARK SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

All Required		Clearing and Grubbing		$ 690.00
230	cu. yds.	Trench Excavation	$ 1.00	230.00
43,000	cu. yds.	Excavation, Single Classif.	0.25	10,750.00
43,000	yd. sta.	Overhaul	0.02	860.00
300	yd. mi.	Truck Haul	0.20	60.00
0.80	mile	Finishing Roadbed and Slopes	100.00	80.00
2,400	lin. ft.	Rounding Cutbanks	0.10	240.00
40	lin. ft.	12" Concrete Pipe	1.30	52.00
280	lin. ft.	24" Concrete Pipe	3.20	896.00
30	lin. ft.	Salvaging Culvert Pipe	0.60	18.00
60	lin. ft.	Pavement Cutting	1.00	60.00
90	cu. yds.	Class "D" Concrete	20.00	1,800.00
13,500	lbs.	Metal Reinforcement	0.07	945.00
4,600	cu. yds.	Gravel Base	1.60	7,360.00
1,080	cu. yds.	1" - 0" Material in Shoulders and Surfacing	2.30	2,484.00
350	cu. yds.	Sand Cushion	2.00	700.00
250	cu. yds.	Filler	0.40	100.00
250	yd. mi.	Hauling Filler	0.20	50.00
10,300	sq. yds.	Portland Cement Concrete Pavement	1.68	17,304.00
1,100	lin. ft.	Expansion Joints	0.10	110.00
5,300	lin. ft.	Contraction Joints	0.02	106.00
5,400	only	Dowels	0.10	540.00
3,800	lbs.	Tie Bars and Reinforcement	0.05	190.00
All Required		Provision for Traffic		500.00
460	bbl.	Extra Cost of High Early Strength Cement	0.50	230.00

Subtotal	$ 46,355
10% Engr. & Cont.	4,635
Total	$ 50,990

Length of Roadway	0.795 mile
Cost per mile	$ 64,138

Federal Aid Funds Requested- -	$ 31,110
State Funds Available- -	19,880
	$ 50,990

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM 5-A-1 ... 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. FOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 15 1937
FOR FILING

189-C

May 15th, 1937.

RECEIVED
MAY 14 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Please advise as to whether or not all right of way has been secured on the Turkey Hill-Chenoweth Job.

The contractor started clearing on this project Monday.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

×

FORM 5-A-1 [illegible] 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 6 1937
FOR FILING

7a 189-c

May 5, 1937.

RECEIVED
MAY 6 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

Herewith sketch showing the location and data pertaining to length, etc. of the 8x8 concrete box culvert which will be installed on the Turkey Hill-Chenoweth Park Section of the Pacific Highway.

Please notify the steel company as soon as possible so that fabrication may be started?

Very truly yours,

K. D. LYTLE
Division Engineer

By
R. Walsh
Office Engineer

cc. R. H. Baldock

RW:AF

RECEIVED
APR 30 1937
FOR FILING
189-C

April 29, 1937

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No. 1968, which was awarded to you on April 14, 1937, for the grading and paving of the Turkey Hill-Chenoweth Park Section of the Pacific Highway, in Douglas County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

April 14, 1937

RECEIVED
APR 15 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Probert's letter of April 13th, advising that right of way matters on Oregon Federal Aid Project No. 189-C, the Turkey Hill-Chenoweth Park Section of the Pacific Highway, had been settled and requesting concurrence in the award of the contract to Jacobsen & Jensen, Portland, Oregon, who submitted the low bid.

This will constitute our concurrence in the award to the low bidder, Jacobsen & Jensen, as of April 14, 1937.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 14, 1937

RECEIVED
APR 15 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Probert's letter of April 13th, advising that right of way matters on Oregon Federal Aid Project No. 189-C, the Turkey Hill-Chenoweth Park Section of the Pacific Highway, had been settled and requesting concurrence in the award of the contract to Jacobsen & Jensen, Portland, Oregon, who submitted the low bid.

This will constitute our concurrence in the award to the low bidder, Jacobsen & Jensen, as of April 14, 1937.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

189 c

DIVISION ENGINEER'S ESTIMATE OF COST
FOR COMPARISON OF BIDS
TO BE RECEIVED MARCH 25, 1937

TURKEY HILL-CHENOWETH PARK SECTION
PACIFIC HIGHWAY

March 19, 1937.
K. D. LYTLE, Div. Engr.

1.16 Miles Grading
0.80 Miles Paving

ITEM NO.			
1. Clearing & grubbing,	All Specified		$1500.00
2. Trench Excavation	420 C.Y. at	$1.00	420.00
3. Excavation, Single Class	46,000 C.Y. at	$0.30	13,800.00
4. Overhaul	61,000 Yd. Sta. at	$0.02	1,220.00
5. Truck Haul	5,000 Yd. Mi. at	$0.18	900.00
6. Finishing Roadbed & Slopes	1.16 Mi. at	$400.00	464.00
7. Rounding Cutbanks	3000 Lin. Ft. at	$0.10	300.00
8. 12" Concrete Pipe	40 Lin. Ft. at	$1.30	52.00
9. 24" Concrete Pipe	410 " "	$3.00	1,230.00
10. 36" Concrete Pipe	110 " "	$5.50	605.00
11. Salvaging Culvert Pipe	130 " "	$0.60	78.00
12. Pavement cutting	140 " "	$0.50	70.00
13. Class "D" Concrete	90 Cu. Yd.	25.00	2,250.00
14. Metal Reinforcement	13,500 lbs.	0.06	810.00
15. Gravel Base	4,700 Cu. Yd.	1.60	7,520.00
16. 1"-0 Materials in shoulders and surfacing.	1,100 Cu. Yd.	2.00	2,200.00
17. Sand Cushion	350 Cubic Yds.	2.10	735.00
18. Filler	250 Cu. Yds.	0.40	100.00
19. Hauling Filler	250 Cu. Yds.	0.18	45.00
20. Portland Cement Concrete Pave.	10,300 Sq. Yds.	1.60	16,480.00
21. Expansion Joints	1,100 Lin. Ft.	0.15	165.00
22. Contraction Joints	5,300 Lin. Ft.	0.03	159.00
23. Dowels	5,400 Only	0.12	648.00
24. Tie Bar & Reinforcement	3,800 lbs.	0.06	228.00
25. Extra cost of High Early Strength Cement	460 bbls.	0.25	115.00
26. Provision for Traffic	All Required	350.00	350.00
			$52,444.00

[illegible]

COMMISSIONERS
~~HENRY F. CABELL, CHAIRMAN, PORTLAND~~
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 12 1937
FOR FILING

March 10, 1937.

189-C

Mr. R. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Reference is made to the request of Mr. W. W. Kincaid of Oakland, Oregon, to take trees from right of way on the Turkey Hill-Chenoweth Park Section of the Pacific Highway.

From our records it is assumed that no right of way has been procured from Mr. Kincaid and that he wishes to get free wood. Under the circumstances we do not believe it advisable to grant this permission, as his operations might interfere with the contractor and also effect the bid price for clearing. We believe it would be better for Mr. Kincaid to make arrangements with the contractor.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAR 19 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 9th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. W. W. Kincaid of Oakland, Oregon, has requested permission to take some of the trees, now growing on the right of way of the Turkey Hill-Chenoweth Park Section of the Pacific Highway.

We see no objection to allowing this to be done and of course would specify that only trees growing within the grading limits could be taken. Do you have any objection to this or should we refuse permission and advise Mr. Kincaid to get in touch with the contractor after the grading job is let?

Very truly yours,

K. D. LYTLE
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
MAR 11 1937
OREGON
STATE HIGHWAY COMMISSION
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

March 10, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 189-C, the Turkey Hill-Chenoweth Park Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer of the Bureau. This is your authority to advertise for bids.

Prompt submission of the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
JUN 15 1937
FOR FILING

March 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate and one advance copy of special provisions for the Turkey Hill-Chenoweth Park Section, Federal Aid Project No. 189-C.

Five blueprint sets of plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 189-C

TURKEY HILL-CHENOWETH PARK SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 3, 1937

All Required		Clearing and Grubbing		$ 1,000.00
230	cu. yds.	Trench Excavation	$ 1.00	230.00
43,000	cu. yds.	Excavation, Single Classif.	0.35	15,050.00
43,000	yd. sta.	Overhaul	0.02	860.00
300	yd. mi.	Truck Haul	0.20	60.00
0.80	mile	Finishing Roadbed and Slopes	500.00	400.00
2,400	lin. ft.	Rounding Cutbanks	0.10	240.00
40	lin. ft.	18" Concrete Pipe	1.50	60.00
280	lin. ft.	24" Concrete Pipe	3.50	980.00
30	lin. ft.	Salvaging Culvert Pipe	1.00	30.00
60	lin. ft.	Pavement Cutting	1.00	60.00
90	cu. yds.	Class "D" Concrete	25.00	2,250.00
13,500	lbs.	Metal Reinforcement	0.06	810.00
4,600	cu. yds.	Gravel Base	1.50	6,900.00
1,080	cu. yds.	1" - 0" Material in Shoulders and Surfacing	2.50	2,700.00
350	cu. yds.	Sand Cushion	2.00	700.00
250	cu. yds.	Filler	0.50	125.00
250	yd. mi.	Hauling Filler	0.20	50.00
10,300	sq. yds.	Portland Cement Concrete Pavement	1.65	16,995.00
1,100	lin. ft.	Expansion Joints	0.40	440.00
5,300	lin. ft.	Contraction Joints	0.03	159.00
5,400	only	Dowels	0.20	1,080.00
3,800	lbs.	Tie Bars and Reinforcement	0.05	190.00
All Required		Provision for Traffic		500.00
460	bbls.	Extra Cost of High Early Strength Cement	0.50	230.00

Subtotal	$ 52,099
10% Engr. & Cont.	5,209
Total	$ 57,308

Length of Roadway	0.795 mile
Cost per mile	$ 72,085

Federal Aid Funds Requested- -	$ 34,960
State Funds Available- -	22,348
	$ 57,308

FORM 9-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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FEB 9 1937
FOR FILING
199-C

IN REPLY PLEASE REFER TO FILE NO.

February 6th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

The men in charge of the preparation of plans have pretty well cleaned up the work which they are doing, and it is desired to work up the Turkey Hill-Chenoweth Park and Talent-Bear Creek Sections immediately.

Kindly advise when these can be forwarded and do everything to expedite them.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT# [redacted] 1969

FAP 300-A Bellevue-Pringle Corner 1937
1969 Sec., McMinnville-Tillamook
Hwy.

RECEIVED
JUL 11 1940
FOR FILING

FA 300-A

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1940

36-16

Subject: Condition of Bellevue-Pringle Corner Section of Salmon River Highway.

To:

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Herewith a copy of a report from Mr. Farrar on the condition of the new concrete pavement southwest of McMinnville near Bellevue. This survey and report were made at the request of Mr. Baldock.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

REFERRED TO
By Asst. State Highway Engineer

FDE:AM

Baldock

NOTED
State Highway Engineer

RECEIVED
APR - 1940
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1940

RECEIVED
APR 6 - 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

From: F. W. Farrar, Dist. Maint. Supt.

To: F. D. Eason, Div. Engr.

Subject: Condition of new pavement, Bellevue to Pringle Corner, Salmon River Highway.

Dear sir:

As requested by Mr. Baldock on March 26th, I have made a careful inspection of the new concrete pavement between Bellevue and Pringle Corners on the Salmon River Highway.

In general, very little cracking has occurred. I found one crack, 20 degrees from transverse, on the east side of the highway (which carries the heavy load), 600 feet west of the east end of the new pavement. This is evidently a rupture caused by load and weakness in the subgrade. From this point to a point just south of a reinforced concrete 3x4 box culvert at mile post 39.95, the only marks on the new pavement are a little spalling at the dummy joints, and a few corners not larger than 4 inches on the hypotenuse cracked off at expansion joints. The edge of the pavement is also spalled off as much as 1 inch in places.

Just west of the box culvert mentioned I found 3 transverse cracks in the pavement on the east side, apparently due to temperature, since there was no evidence of change in elevation on either side of the cracks. From there to the bridge over Muddy Creek only minor spalling at dummy joints showed. Just beyond Muddy Creek a break has occurred in the center of the pavement, in the middle of a black top patch evidently placed last year. A triangular piece of slab about 4 feet on the hypotenuse, and adjacent to the center joint on the east side of the road has broken and is movable. This is quite evidently due to load plus subgrade failure. From this break to the end of the job no failures are visible.

Respectfully yours

F. W. Farrar

F. W. Farrar
Dist. Maint. Supt.

FWF:Q

APR - 1940

#1969

RECEIVED
FEB 10 1938
FOR FILING

300-a

February 9, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1969 for the construction of the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway in Yamhill County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after February 19, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims,debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $106,826.72, including the final payment. Of this amount $157.72 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock ✓

RECEIVED
FEB 14 1938
FOR FILING

3 or - a

February 1st, 1938

NOTED
State Highway Engineer

COST ANALYSIS FINAL REPORT
McMinnville-Tillamook Highway
Bellevue-Pringle Corner Section
Contract 1369, Prefix 36-1105

Harold Blake, Contractor
B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 437.65	All		All	$2,400.00
Trench Excavation	718.70	975.9 cu. yd.	0.736	1.00	975.90
Excavation, Single Class	8,473.73	41,956.9 cu. yd.	0.198	0.18	7,552.24
Overhaul	704.90	48,953 yd. sta.	0.014	0.01	489.53
Truck Haul	1,515.11	13,139 yd. mi.	0.115	0.12	1,576.68
Finishing Roadbed & Slopes	927.79	2.82 Miles	329.00	300.00	846.00
Rounding Cutbanks	496.39	7,015 lin. ft.	0.07	0.07	491.05
12" Concrete Pipe	833.84	816 lin. ft.	1.02	1.00	816.00
18" " "	491.08	237 lin. ft.	2.07	2.25	533.25
24" " "	1,256.72	444 lin. ft.	2.83	3.00	1,332.00
36" " "	385.03	64 lin. ft.	6.02	6.50	416.00
Class "D" Concrete in Culverts	1,165.16	51.55 cu. yd.	22.60	18.00	927.90
Metal Reinforcement in "	339.73	7,070 lb.	0.048	0.05	353.50
Rock Base	17,403.01	20,359.5 cu. yd.	0.854	0.75	15,269.63
1" - 0" Mat'ls in Shldr. & Surf.	5,225.44	2,983 cu. yd.	1.751	1.30	3,877.90
1" - 0" " in Cushion	133.08	76 cu. yd.	1.751	1.20	91.20
¼" - 0" " " "	1,502.24	785 cu. yd.	1.91	1.75	1,373.75
Portland Cement Concrete Pavement	51,669.07	36,419.2 sq. yd.	1.419	1.60	58,270.72
Expansion Joints	427.74	3,660 lin. ft.	0.117	0.15	549.00
Contraction Joints	382.84	18,238 lin. ft.	0.021	0.02	364.76
Dowels	2,152.46	18,582 ea.	0.116	0.12	2,229.84

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Tie Bars & Reinforcement	696.08	16,424.4 lbs.	0.042	0.05	821.22
Treated Piling for Bridge	1,002.11	618.2 lin. ft.	1.62	1.15	710.93
Class "D" Concrete for Bridge	1,369.55	68.72 cu. yd.	19.93	18.00	1,236.96
Metal Reinforcement for Bridge	648.51	15,282.0 lb.	0.042	0.05	764.10
Treated Lumber	1,916.08	19.51 M-FBM	98.21	110.00	2,146.10
Concrete Handrail	865.51	187.5 lin. ft.	4.615	5.00	937.50
Cement Adjustment					440.75
E. W. Order #1	128.14				116.55
	$103,267.49				$107,028.44

Gross Revenue $107,028.44

Total Cost 103,267.49

Net Profit $3,760.95

Net Profit Equals 3.5% of Gross Revenue

Detail of Cost

Bellevue-Pringle Corner

Labor:

Supervision		$2,131.37	
Labor		25,407.84	
State Industrial Accident Insurance		1,588.90	
Social Security & Unemployment Insurance		886.18	
			$30,014.29

Materials:

Portland Cement	10,590.5 bbl. at 1.58 Net at Batch Plant	$16,732.99	
" "	Hi-Early test 331.0 bbl. at 1.78	589.18	
Cement	Redi-Mix - Del'd ~~at~~ from Portland 48.0 cu. yd. at 12.50	600.00	
Concrete Aggregate	6,502 cu. yd. at 0.70 in car in Salem	4,554.65	
Sand for Cushion	499½ cu. yd. at 1.50 Delivered	749.25	
" " "	300 cu. yd. at 0.60 in car at Portland	180.00	
" " "	3,400 cu. yd. at 0.60 in car at Portland	2,040.00	
1" - 0" Rock in Shoulders and Surfacing	2,983 cu. yd. at 0.60	1,789.80	
1" - 0" Rock in Cushion	76 cu. yd. at 0.60	45.60	
Royalty on Base, Shoulder and Cushion Rock from Burchell Pit	23,418.5 cu. yd. at 0.05	1,170.93	
Freight on Materials	Sand from Portland, Concrete aggregate from Blake plant at Salem	6,353.14	
Cement for Bridge	134 bbl. at 2.03 Net Delivered	272.02	
Dowels	18,582 at 0.1025	1,904.66	
Dowel Sleeves	3,660 at 0.02	73.20	
Tie Bars & Reinforcing Steel	16,424.4 lb. at 0.0357	586.35	
Contraction Joints ¼"x2"x11"	18,238 lin. ft. at 0.0148	269.92	
Expansion Joints 3/4"x7"x11" (Cost includes wedges)	3,660 lin. ft. at $10.15	371.49	
Treated Piling	640 lin. ft. at 0.59	377.60	
" Lumber	19.512 M.B.f. at 71.00 per M.	1,385.35	
Hdwe. for Bridge		104.50	
Culvert Steel	7,050 lb. at 0.0357	251.68	
Tie Wire for Culvert Steel		3.92	
Sand for Bridge	45 cu. yd. at 0.60	27.00	
Culvert Cement	7 bbl. at 2.03 Net Delivered	14.21	
" Aggregate	3.3 cu. yd. at 0.75	2.48	
" Sand	2.4 cu. yd. at 0.60	1.44	
Cement and Sand for Pipe		7.28	
12" Concrete Pipe	816 lin. ft. at 0.73	595.68	
18" " "	237 lin. ft. at 1.75	414.75	
24" " "	444 lin. ft. at 2.35	1,043.40	
36" " "	64 lin. ft. at 5.40	345.60	42,858.07

Detail of Cost (Cont'd)

(Balance Brought Forward)		$72,872.36
Equipment Rental, Miscellaneous Supplies:		
Equipment Rental	$11,368.80	
Hired Trucks (Not including wages)	9,996.90	
Gas, Oil & Grease	3,476.96	
Freight & Cartage	1,415.36	
Small Tools & Misc. Supplies	1,288.09	
Lumber, Headers, Culvert Forms etc.	1,025.77	
Public Liability	758.48	
Gravel for Access to Culverts	25.65	
Bond 1% of Gross Revenue	1,039.12	
		30,395.13
		$103,267.49

Bellevue-Pringle Corner
Contract 1969 Prefix 36-1105

Portland Cement Concrete Paving Costs
Supplementary Report

	Sq. Yds.	Total Cost	Unit Cost per Sq. Yd.
Prepare Subgrade	36,419.2	$952.59	0.026
Water & Water Pipe	"	798.85	0.022
Ribbons	"	2,587.55	0.071
Mix, Lay and Finish	"	3,980.62	0.109
Cure	"	785.84	0.021
Clean Up and Tar	"	428.64	0.012
Cement	"	17,322.17	0.475
Mineral Aggregate Batched and at Mixer	"	22,787.06	0.626
Detours & Traffic Control	"	40.00	0.001
Bond	"	1,070.28	0.029
Supervision & Overhead	"	915.75	0.025
	36,419.2	$51,669.07	$1.419

Paving was started September 14th, 1937, and completed October 10th. Actual paving time was 146.5 hours during which 36,419.2 square yards of Portland cement concrete pavement was laid, an average of 248.6 square yards per hour. A Koehring 27E 7-sack automatic paver was used. During the best days run 2010 feet of 11-foot 7" - 9" pavement was laid. Cement cost $1.58 per bbl. delivered, concrete aggregates $0.70 F.O.B. car Salem, freight 2.5 cents per cwt. and sand $0.60 F.O.B. car in Portland, freight 25 cents per cwt. Portable steel batching bunkers were set up at Briedwell, 5.4 miles from the west end of the project. Concrete aggregates and sand were unloaded from railroad cars and stockpiled with a 1-yard clamshell shovel and then loaded into the bunkers as needed with the clamshell. Bulk cement was unloaded into a cement elevator powered by a V8 motor and elevated into the bunkers. Trucks hauling two 7-sack batches per trip were hired for $2.00 per hour including driver. 4½ days of paving time was lost due to rain. Excellent progress was made on the paving due to the automatic paver and a well organized crew moved in from a previous project which had just been completed. Cost, however, was comparatively high due to a high overhead and the high cost of sand and aggregate which was all shipped in by rail and cost about $2.20 per cu. yd. at the mixer.

REMARKS:

This contract was bid March 25th, 1937, and awarded April 20th. Clearing and grading were started May 21st, 1937, and paving September 14th. Paving was completed October 10th, and the job was finished October 30th.

Clearing and grubbing was very light, consisting of a few patches of light brush, small trees and a few large trees about 4 feet in diameter. Clearing also included the removal of a 40-foot concrete bridge, but it was decided not to remove the bridge, and an adjustment of $100.00 was made.

Grading was started May 21st, but was stopped by rain on June 16th, and the contractor moved his equipment off the job to another project. Grading was resumed August 8th, and completed about October 1st. The grading included about 577 cu. yds. of bituminous pavement removal. The grading was done with from one to four RD-8 cats and 12 cu. yd. Carryall Scrapers, and good progress was made in dry weather. The project was located in a flat country so that the cuts were shallow and considerable hand labor was required on ditches. Rain and mud and the moving of equipment on and off the job increased the cost of excavation.

48 cu. yds. of Class "D" concrete used in the box culverts was Redi-Mix hauled from Blake's plant in Portland, a distance of 45 miles. It required 2½ hours for the truck to drive from Portland to the job, but the material arrived in good condition and gave good results. The cost was $12.50 per cu. yd. delivered on the job.

The pit run base and the crushed rock surfacing were obtained from the Burchell pit on the Yamhill River, about 4.5 miles from the west end of the project, for $0.05 per cu. yd. royalty. This bar still contains about 10,000 cu. yd. of good gravel.

The crushing was subbed to R. O. Dail for $0.60 per cu. yd. in the bunker. Blake loaded the gravel into Dail's trucks in the gravel pit. The crushed rock was hauled and stockpiled on the west end of the job and then was loaded out of stockpile with a 1/2 yard shovel and used as required. The extra handling increased the cost.

A new 3/4 yd. NW shovel in the pit with from 15 to 30 3 cu. yd. trucks hired at $2.00 per hour including driver, made good progress on pit run gravel base but due to long haul over 6 miles the bid price was too low.

This job was rushed from August until October 30th, when it was completed. Grading, topping, surfacing and paving operations were all going at the same time. While good progress was made, one operation had a tendency to conflict with other operations which increased cost. The sand and aggregate for concrete was shipped in by rail, unloaded and then hauled about 6 miles by truck, which made the cost high. The job shows a small profit.

E. H. Clymer
Cost Analyst

by J. O. Nelson

FORM 2-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

300-a

NOTED
State Highway Engineer

RECEIVED
MAR - 1938

December 27th, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Reference is made to Mr. Lynch's letter of November 4th, in which he objects to the lump sum reduction of $100.00 which Harold Blake, contractor on the Bellevue-Pringle Corner Section, Oregon F.A.P. 300-A, made in lieu of removing the bridge called for in the specifications.

Mr. Blake bid $2,500.00 for clearing and grubbing the entire project, part of which was the removal of this bridge. One of the adjacent property owners objected to the removal of the bridge, stating that it would be necessary for him to use this bridge in traveling between various units of his farm after the new highway was completed, and for this reason we endeavored to secure an adjustment with Mr. Blake in his price for clearing.

Mr. Clymer has estimated the cost to remove this bridge at $400.00 and Mr. Stephenson at $350.00. It is impossible, however, to get any further reduction from Mr. Blake. He states that he had made his arrangements to remove the bridge and does not consider he was justified in making the reduction of $100.00 and that he positively will make no further reduction.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

November 6, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 16 1937

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

I wish to submit the following comments with respect to the attached letter from Mr. Lynch:

It was necessary to leave this concrete bridge in place to provide access to property on the north side of the creek for the owner who lives on the south side of the creek. Had the bridge been removed in accordance with the contract and the original desires of the Bureau engineer, it would mean the construction of a very dangerous approach on a high fill from the new highway, or the construction of another bridge to replace the destroyed bridge.

When I finally contacted Mr. Blake to make an adjustment on the lump sum clearing price, which covered the removal of the concrete bridge, the job was just being completed, and I had to tell him definitely that we wished the bridge left in place and desired an adjustment to cover the cost of removal. Mr. Blake insisted that this was part of his contract, he was ready to remove the bridge as provided and would not make an adjustment. He finally agreed that it would cost something to remove the bridge and if we insisted he would agree to a reduction of $100.00. This was the best arrangement I could make and does not seem too unreasonable.

The clearing item covered not only the clearing involved on the contract and the removal of the bridge, but the removal and disposition of a half mile of old concrete pavement. The pavement removal would total approximately 4,000 square yards, which, at the ordinary bid price for pavement removal of 30 cents, would account for $1,200.00 of the $2,500.00 clearing item. I pointed this situation out to you on a recent trip over the completed job and advised you of the arrangement made with Mr. Blake to leave the bridge in place, at which time you thought it was a satisfactory arrangement.

Yours very truly,

FDEason

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
-- 1937
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 4, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Receipt is acknowledged of a copy of a letter from Mr. F. D. Eason, Division Engineer, to Mr. Harold Blake, contractor on Oregon Federal Aid project 300-A, the Bellevue-Pringle Corner Section, confirming an agreement to a lump sum reduction of $100.00 from the clearing and grubbing item, due to the leaving of the reinforced concrete bridge in place instead of its removal as provided for under clearing and grubbing in the contract.

On this project the lump sum bid for clearing and grubbing was $2,500.00. The clearing was mostly brush, some fencing and a few trees, together with the removal of the concrete bridge over Muddy Creek.

During an inspection by our Mr. Stoddart in the latter part of July the advisability of leaving this bridge in place was discussed with Mr. Eason, and it was agreed that this should be done providing a reduction was made in the lump sum for clearing and grubbing. However, at that time it was the concensus of opinion that the amount reduced should be several times the amount now apparently agreed to between the State and contractor.

It is our opinion that the amount of $100.00 would not nearly cover the cost to the contractor if he were to remove this structure in accordance with the specifications. The fact that it is not considered desirable to leave this structure in place, we believe, should not be used to such a distinct advantage to the contractor.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

300 a

OREGON STATE HIGHWAY COMMISSION

Salem

December 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: H. G. Smith

Dear Sir:

There are attached hereto the engineer's explanation of overrruns and underruns exceeding 10% of the preliminary estimate on the Lafayette Section and the Bellevue-Pringle Corner Section.

179-B 300a

Yours very truly,

F. D. Eason,
Division Engineer.

By

G. W. Ross,
Office Engineer.

GWR
cc: R. H. Baldock
S. H. Probert
J. W. Nash

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

McMinnville, Oregon
December 20, 1937

IN REPLY PLEASE
REFER TO FILE NO.

36-1105

Mr. F. D. Eason,
Division Engineer,
Salem, Oregon.

Dear Sir:

The following reasons for the overruns and underruns on the Bellevue-Pringle Corner Section are submitted herewith.

1. Trench Excavation. The preliminary estimate was far too low. Extra drainage ditches not provided for on the preliminary plans were constructed. These were necessary to take care of drainage.
2. Overhaul. Was decreased due to borrow back of Sta. 233+50 being eliminated and borrow made by widening roadbed Sta. 240 to 250.
3. Rounding Cut Banks. More rounding was done than was shown on plans between Stations 269 - 305.
4. 12" Concrete Pipe. Many additional farm entrances were constructed due to right of way agreements, which required extra 12" pipe.
5. 18" Concrete Pipe. 18" pipe planned across old highway at Station 383+22 was eliminated and drainage carried back to culvert at Sta. 377+65.
6. 24" Culvert Pipe. Two extra culverts were installed due to right of way agreements, at Sta. 344+10 and 377+65.
7. Metal Reinforcement in Concrete Culverts. Preliminary estimates too high.
8. Rock Base. This quantity was increased due to eliminating most of the 1" - 0" cushion course. The preliminary estimate apparently did not allow for extra material due to compaction, which required the balance of the extra base rock material.
9. 1" - 0" Cushion Course. This was practically eliminated by bringing the base rock up to pavement sub-grade.
10. Filler and Haul. These quantities were eliminated.
11. Tie Bars and Reinforcement. Preliminary estimate apparently too high.
12. Treated Lumber. Preliminary estimate slightly too high.

Yours very truly,

Signed B. O. Johnson

Resident Engineer.

Mail original copy to Salem and [illegible]

Form 330-[illegible]

300 a

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 18, 1937

Section Bellvue- Pringle Corner.

Kind of work Grading and Paving.

Highway McMinnville- Tillamook

Section prefix 36-1105

Contractor Harold Blake

Contract number 1969

Date of contract April 20, 1937

Date of completion November 15, 1937

Date work started May 21, 1937

Estimated date of completion Completed

Amount of contract $ 105,937.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 105,937.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5548.00, 5.23 %

Date project was completed October 29, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records and estimate were sent to Division office on Thursday evening by I.A. DeFrance, who came into the office on that date.

On Tuesday myself, Cornett and Banks went over Williamine Rock Production project and measured the haul distances from the various RR. unloading points to the stock pile sites. Sent data to Division office next day.

NOTED
H. W. LIBBY

RECEIVED
DEC 20 1937
DIVISION ENGINEER
DIVISION NO. 2

DEC 20 1937

SMITH

Signed

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 21 1937
FOR FILES

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
DEC 14 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 300-A

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 300-A, Bellevue-Pringle Creek Ranch Section of the McMinnville-Tillamook Highway, was made by a representative of this office on November 23, 1937. Prompt submission of the final voucher will be appreciated.

H G Smith has this. Jwm

We would appreciate a reply to our letter of November 4th before submission of the final voucher for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jw

Form [illegible]

300 a

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 11, 1937

Section Bellvue Pringle Corner

Kind of work Grading and Paving.

Highway McMinnville- Tillamook

Section prefix 36-1105

Contractor Harold Blake

Contract number 1969

Date of contract April 30, 1937

Date of completion Nov. 15, 1937

Date work started May 21, 1937

Estimated date of completion Completed

Amount of contract $105,927.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $105,927.50

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $5350.00, 5.05 %

Date project was completed October 29, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Cornett and MacFarlane worked Monday to Wednesday Inclusive on mass diagram. Bal. of week Cornett put distribution on profile and made up final estimate. Work was completed at end of week, on final records.

NOTED
H. W. LIBBY

RECEIVED
DEC 14 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

H. D. SMITH

NOTED
H. W. LIBBY

NOTED
H. N. HACKETT

Signed

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 8 1937
FOR FILING

3m-a

December 7, 1937

Mr. Wm. P. Lord
Lawyer
405 Henry Building
Portland, Oregon

Dear Sir:

With reference to your letter of the 6th instant concerning W. Allen and F. Heath wish to say that I have had the records searched and I find that both of these gentlemen were employed as truck drivers by Contractor Harold Blake on his contract with the State Highway Commission for the grading and paving of the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway in Yamhill County, Contract No. 1969.

The certified copy of the contractor's pay roll reveals that they were employed during September and October of this year. We have no information in this office as to the addresses of these gentlemen but the records disclose that Mr. Heath was employed from Marion County and Mr. Allen from Multnomah County. It might be possible for you to secure their addresses from Mr. Blake whose address is 400 North Thompson Street, Portland.

You do not state whether or not the accident referred to in your letter occurred during the progress of the work or was outside of working hours. In the event that it occurred during the time that Mr. Allen was actually working for the contractor, that is during working hours and the equipment involved was the contractor's equipment, I believe that the contractor could be held responsible and liable. We have a provision in our contract covering responsibility for damage, injuries, et cetera, a portion of which reads as follows:

> "The contractor shall be responsible for all damage to property, injury to persons and loss, expense, inconvenience and delay that may be caused by or that may result from the carrying out of the work to be done under this contract or from any act, omission or neglect of the contractor, his subcontractors or his employes."

We have no definite knowledge that the trucks employed on this job were insured; however, we assume that they were insured inasmuch as that would be required under the Public Utilities Commissioner Law.

The bond furnished by Mr. Blake in connection with this job was written by the Glens Falls Indemnity Company for whom Jewett, Barton & Leavy are agents with offices in the Lewis Building, Portland.

I haven't given you an awful lot of information but it is the best I can do.

Very truly yours,

Secretary

HBG:AM

Dec, 6, 1957

H. B. G.

According to the Contractors payroll F. Heath, from Marion County and W.Allen, Multnomah County, were employed as truck drivers on the Harold Blake Contract No. 1969 - Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway in Yamhill County, during September and October.

For further information Inwould suggest that he be referred to Mr. Blake, whose address is 400 No. Thompson St., Portland.

J. McFarland.

---

records of the Highway Department which will disclose the relationship of Mr. Heath and Mr. Allen to the job in question and whether or not the bond or contract would cover this liability, or whether there was any provision in the contract that requires the truck to be insured.

We wrote Mr. Heath at the Sheridan Hotel, but the letter was returned unclaimed. If there is any address for Mr. Heath in your records, we would like to have it.

I hate to trouble you so much about these matters, and your uniform courtesy and help leads me to impose possibly. Some day I will be glad to reciprocate the many favors and courtesies that I have received from the Department.

Sincerely yours,

WPL/B

ANSWERED
H. B. G.

ATWATER 1283

T. WALTER GILLARD

WM. P. LORD
LAWYER
405 HENRY BUILDING
FOURTH AND OAK STREETS
PORTLAND, OREGON

Dec. 6, 1937

Mr. H. B. Glaisyer
322 State Office Bldg.
Salem, Oregon

Dear Mr. Glaisyer:

A client of our office met with an accident on that portion of the Highway No. 18 that was under construction last summer near a place called Bellevue. A man by the name of W. Allen, who was employed by F. Heath, was the precipitating cause.

I am writing to inquire if there is anything in the records of the Highway Department which will disclose the relationship of Mr. Heath and Mr. Allen to the job in question and whether or not the bond or contract would cover this liability, or whether there was any provision in the contract that requires the truck to be insured.

We wrote Mr. Heath at the Sheridan Hotel, but the letter was returned unclaimed. If there is any address for Mr. Heath in your records, we would like to have it.

I hate to trouble you so much about these matters, and your uniform courtesy and help leads me to impose possibly. Some day I will be glad to reciprocate the many favors and courtesies that I have received from the Department.

Sincerely yours,

WPL/B

ANSWERED
H. B. G.

RECEIVED
NOV 16 1937
FOR FILING

300-a

November 15, 1937

Mr. H. G. Smith
Office

Dear Sir:

I wish you would look into this and prepare a letter to Lynch. It is rather hard to explain why we don't deduct the estimated cost of removing the bridge. Therefore, I wish you would have it estimated by competent people and advise me of the amount. If it is more than $100, we will have to deduct the additional amount from Blake. If it is less, we can stand on the present reduction.

Very truly yours,

State Highway Engineer

RHB:HI

(Oregon Federal Aid project 300-A, Bellevue-Pringle Corner Section)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
1937

a

300

October 26, 1937

IN REPLY PLEASE REFER TO FILE NO.
36-1105

Mr. Harold Blake,
Contractor,
400 N. Thompson Street,
Portland, Oregon.

Dear Sir:

In confirmation of our conversation and agreement this morning, it is hereby understood that the lump sum price for clearing on the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, Contract No. 1969, is reduced in the amount of $100.00.

This adjustment is made because of the decision to leave the small concrete bridge in place on the old highway instead of its removal as provided for in the contract, the cost of which work was covered in the lump sum bid for clearing.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
S. H. Probert
Bureau of Public Roads

NOTED
State Highway Engineer

RECEIVED
SEP 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 27 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 300-A
Bellevue-Pringle Corner section
McMinnville-Tillamook Highway

300-a

August 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Hyp 31585

Form P. R. 2

State Oregon

Project No. 300-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—6518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this eighteenth day of June, 1937 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of March, 1937, a project statement, which was approved by the Secretary on the 12th day of March, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 10th day of March, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-one thousand, eighty and 00/100 dollars ($71,080.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey Station 253+50, in the NE 1/4 of Section 21 of T. 5 S., R. 5 W., and survey Station 383+62, in the NE 1/4 of Section 11 of T. 5 S., R. 5 W., W.M.

, length 2.835 miles, in Yamhill County, being Section A of Oregon project No. 300, consisting of 2.819 miles of roadway and one bridge of more than 20 feet clear span, 0.016 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy-one thousand, eighty and 00/100 dollars ($71,080.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixteen thousand, five hundred nineteen and 00/100 dollars ($116,519.00), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. M'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 300-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 116,519.00 as the total estimated cost of said project, and the sum of $ 71,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4250

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 300-A
Bellevue-Pringle Corner Section
of McMinnville-Tillamook Hwy.

June 14, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
1[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

#1969

RECEIVED
JUN 10 1937
FOR FILING
300-a

June 9, 1937

Mr. I. E. Totten,
Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: Dist. Credit Supervisor.

Gentlemen:

Reference is made to your letter of June 8th concerning the Harold Blake contract No. 1969 - Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway in Yamhill County, 2.82 miles of Grading and paving, our number 1969.

You are advised that the bond furnished in connection with this contract was written by the Glens Falls Indemnity Company for whom Jewett, Barton, Heavy & Kern, who have offices in the Lewis Building, Portland, are resident agents. The amount of the contract and bond is $105,927.50. The completion date of the contract is November 15, 1937.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1969

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ADDRESS REPLY
I. E. TOTTEN

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

June 8, 1937

RECEIVED
JUN 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

RE: HAROLD BLAKE, Portland, Oregon.

You recently furnished us with certain information in connection with a contract let to Harold Blake for 2.82 miles of grading and paving between Bellevue and McMinnville on the Tillamook Highway in Yamhill County, with the exception of the contract number.

We will appreciate your kindly completing our records with the number of the contract in question.

For your convenience in replying we enclose herewith a business reply envelope. Thanking you very kindly for your further assistance, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

IET:B

RECEIVED
MAY 22 1937
FOR FILING

300-a

May 21, 1937

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of each of the following contracts, which were awarded to you on April 20, 1937:

Contract No. 1969, for grading and paving the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, in Yamhill County;

Contract No. 1970, for the Willamina Rock Production Project on State Highway in Polk and Yamhill Counties.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
MAY 22 1937
FOR FILING

300-a

May 21, 1937

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of each of the following contracts, which were awarded to you on April 20, 1937:

> Contract No. 1969, for grading and paving the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, in Yamhill County;
>
> Contract No. 1970, for the Willamina Rock Production Project on State Highway in Polk and Yamhill Counties.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
JUN 15 1937
FOR FILING

May 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bellevue-Pringle Corner Section, Federal Aid Project No. 300-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department | Federal Aid Project No. 300-A

BELLEVUE-[illegible] CORNER SECTION OF THE

McMINNVILLE-TILLAMOOK HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1937

Roadwork

All Required		Clearing and Grubbing		$ 2,500.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
44,000	cu. yds.	Excavation, Single Classif.	0.18	7,920.00
55,000	yd. sta.	Overhaul	0.01	550.00
14,000	yd. mi.	Truck Haul	0.12	1,680.00
2.82	miles	Finishing Roadbed and Slopes	300.00	846.00
2,500	lin. ft.	Rounding Cutbanks	0.07	175.00
480	lin. ft.	12" Concrete Pipe	1.00	[illegible]
[illegible]	lin. ft.	18" Concrete Pipe	2.25	[illegible]
330	lin. ft.	24" Concrete Pipe	3.00	990.00
[illegible]	lin. ft.	36" Concrete Pipe	6.50	390.00
130	lin. ft.	Salvaging Culvert Pipe	0.40	52.00
56	cu. yds.	Class "D" Concrete in Culverts	18.00	1,008.00
6,800	lbs.	Metal Reinforcement in Culverts	0.05	340.00
16,500	cu. yds.	Rock Base	0.75	12,375.00
2,900	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	1.30	3,770.00
1,300	cu. yds.	1" - 0" Materials in Cushion Course	1.20	1,560.00
800	cu. yds.	½" - 0" Materials in Cushion Course	1.75	1,400.00
350	cu. yds.	Filler	0.25	87.50
700	yd. mi.	Hauling Filler	0.20	140.00
36,500	sq. yds.	Portland Cement Concrete Pavement	1.60	58,400.00
3,900	lin. ft.	Expansion Joints	0.15	585.00
18,400	lin. ft.	Contraction Joints	0.02	368.00
19,000	only	Dowels	0.12	2,280.00
18,000	lbs.	Tie Bars and Reinforcement	0.05	900.00

Subtotal	$ 99,716
10% Engr. & Cont.	9,971
Total	$ 109,687

Muddy Creek Bridge

660	lin. ft.	Treated Piling	$ 1.15	$ 759.00
74	cu. yds.	Class "B" Concrete	18.00	1,332.00
15,000	lbs.	Metal Reinforcement	0.05	750.00
22	M-FBM	Treated Lumber	110.00	2,420.00
190	lin. ft.	Concrete Handrail	5.00	950.00
			Subtotal	$ 6,211
			10% Engr. & Cont.	621
			Total	$ 6,832

Length of Roadway	2.819 miles
" " 1 Bridge	.016 "
Total Length	2.835 "
Cost per mile, Roadwork	$ 38,909

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 109,687	$ 66,912	$ 42,775
Bridge	6,832	4,168	2,664
	$ 116,519	$ 71,080	$ 45,439

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
APR 21 1937
OREGON
STATE HIGHWAY COMMISSION

April 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of April 19 relative to Oregon Federal Aid Project 300-A, the Bellevue-Pringle Corner section of the McMinnville-Tillamook Highway, this will constitute our concurrence in the award of contract, as of April 20, 1937, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
APR 30 1937
FOR FILING
300-a

April 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As the rights of way matters which have been delaying the award of the contract for the Bellevue-Pringle Corner Project (Project F. A. 300-A) are now settled, we desire to make the award of contract tomorrow, April 20th. It is proposed to make this award to Harold Blake, of Portland, on the basis of the bid submitted by him on March 25th.

If you concur in this award, please so advise.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
JUN 15 1937
FOR FILING

300-A

March 12, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision pages 2 and 2-A for the Bellevue-Pringle Creek Section, F. A. Project No. 300-A, which pages are to replace page 2 in the bid proposal sent to you previously.

These pages have been revised by the addition of specifications which require that removal of the existing bridge and obliterating of the existing pavement between Stations 238 and 268 to be done and that payment will be made under the item of "Clearing and Grubbing."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 300-A

Comer

BELLEVUE-PRINGLE CREEK SECTION OF THE
McMINNVILLE-TILLAMOOK HIGHWAY IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 8, 1937

Roadwork

All Required		Clearing and Grubbing		$ 600.00
200	cu. yds.	Trench Excavation	$ 1.00	200.00
44,000	cu. yds.	Excavation, Single Classif.	0.25	11,000.00
55,000	yd. sta.	Overhaul	0.02	1,100.00
14,000	yd. mi.	Truck Haul	0.15	2,100.00
2.82	miles	Finishing Roadbed and Slopes	300.00	846.00
2,500	lin. ft.	Rounding Cutbanks	0.10	250.00
480	lin. ft.	12" Concrete Pipe	1.50	720.00
320	lin. ft.	18" Concrete Pipe	2.50	800.00
330	lin. ft.	24" Concrete Pipe	4.00	1,320.00
60	lin. ft.	36" Concrete Pipe	6.50	390.00
130	lin. ft.	Salvaging Culvert Pipe	0.70	91.00
56	cu. yds.	Class "D" Concrete in Culverts	23.00	1,288.00
6,800	lbs.	Metal Reinforcement in Culverts	0.06	408.00
16,500	cu. yds.	Rock Base	1.25	20,625.00
2,900	cu. yds.	1" - 0" Materials in Shoulders and Surfacing	2.00	5,800.00
1,300	cu. yds.	1" - 0" Materials in Cushion Course	2.00	2,600.00
800	cu. yds.	½" - 0" Materials in Cushion Course	2.00	1,600.00
350	cu. yds.	Filler	0.50	175.00
700	yd. mi.	Hauling Filler	0.20	140.00
36,500	sq. yds.	Portland Cement Concrete Pavement	1.75	63,875.00
3,900	lin. ft.	Expansion Joints	0.30	1,170.00
18,400	lin. ft.	Contraction Joints	0.03	552.00
19,000	only	Dowels	0.20	3,800.00
18,000	lbs.	Tie Bars and Reinforcement	0.06	1,080.00

Subtotal	$ 122,530
10% Engr. & Cont.	12,253
Total	$ 134,783

Muddy Creek Bridge

660	lin. ft.	Treated Piling	$ 1.00	$ 660.00
74	cu. yds.	Class "D" Concrete	23.00	1,702.00
15,000	lbs.	Metal Reinforcement	0.06	900.00
22	M-FBM	Treated Lumber	110.00	2,420.00
190	lin. ft.	Concrete Handrail	5.00	950.00
			Subtotal	$ 6,632
			10% Engr. & Cont.	663
			Total	$ 7,295

Length of Roadway	2.819 miles
" " 1 Bridge	.016 "
Total Length	2.835 "
Cost per mile, Roadwork	$50,400

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadwork	$ 134,783	$ 82,220	$ 52,563
Bridge	7,295	4,450	2,845
	$ 142,078	$ 86,670	$ 55,408

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAR 11 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

March 10, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project No. 300-A, the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Hwy. Engineer

CONTRACT# 1970

27-1202 Willamina Rock Production
Salmon River, McMinn-Till. & Dallas-Coast 1937

1970

R.H. Baldock

RECEIVED
APR 5 1938
FOR FILING

27-12

NOTED
State Highway Engineer

Polk and Yamhill Counties

Willamina Rock Production

Contract 1970 Prefix 27-1202

H. Blake, Contractor B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$6,207.50	2,922.0 cu. yd.	2.124	2.19	$6,399.18
½"-¼" " " " " "	7,826.74	3,712.4 cu. yd.	2.108	2.19	8,130.16
¼"-0" " " " " "	7,041.26	3,426.8 cu. yd.	2.055	2.19	7,504.69
Haul Adjustment		128.5 yd. mi.		0.12	15.42
	$21,075.50				$22,049.45

Gross Revenue	$22,049.45
Total Cost	21,075.50
Net Profit	$973.95

Net Profit Equals 4.4% of Gross Revenue

Willamina Rock Production

Harold Blake, Contractor

Detail of Cost

Labor:		
Labor	$1,630.34	
State Industrial Accident Commission	95.95	
Unemployment & Social Security	58.06	
		$1,784.35
Materials:		
3/4"-½", ½"-¼" & ¼"-0" Crushed Materials in car at Salem, purchased from Salem Sand & Gravel Co. 2,494 cu. yd. at 0.90	$2,244.74	
3/4"-½", ½"-¼" & ¼"-0" Crushed Materials in car at Blake's Salem plant 7,567.2 cu. yd. at 0.70	5,297.04	
Freight on all materials	8,298.99	
		$15,840.77
Equipment Rental, Misc. Supplies & Small Tools:		
Truckhaul of materials, sub-contracted at 10¢ for first mile and 8¢ thereafter, and stockpiling of materials, sub-contracted at 5¢ per cu. yd.	$1,207.11	
Equipment Rental	1,065.00	
Gas, Oil & Grease	384.15	
Main Office Expense	305.21	
Bond	220.49	
Misc. Supplies & Small Tools	166.04	
Insurance	67.53	
Move In	30.00	
Public Utilities Commission	5.00	
		$3,450.53
Total Cost		$21,075.65

Polk and Yamhill Counties
Willamina Rock Production

REMARKS:

This contract was bid March 26th, 1937, awarded April 20th, and completed September 15th. The work to be done consisted of placing 10,000 cubic yards of oil rock in stockpiles.

All rock was brought in by railroad from Salem. 2,494 cubic yards were purchased from the Salem Sand & Gravel Co. at $0.90 per yard in the car, and the remaining 7,567 cubic yards were produced by the Blake Salem plant with a value of $0.70 in the car. The materials were unloaded from the cars with a ½-yard clamshell shovel. The haul was sub-contracted for $0.10 the first mile and $0.08 thereafter. Of the 5 stockpile sites, 3 were within one mile of the railroad cars. Shaping of the stockpiles was subbed for $0.05 per cubic yard. Freight rates were $0.025 per cwt. to Willamina and $0.035 per cwt. to Grand Ronde.

The breakdown of costs on the material was as follows:

	Cost	Cubic Yards	Unit Cost
Average Cost in Car at Salem	$7,541.78	10,061.2	0.75
Freight	8,298.99	"	0.824
Labor Cost of Unloading (Shovel Operator & Pitman)	1,006.26	"	0.100
Equipment Rental, Gas, Bond, Supplies for unloading cars	2,243.42	"	0.223
Sub-Contract Hauling & Stockpiling	1,985.20	"	0.197
Total	$21,075.65	10,061.2	$2.094

The cost of setting up a plant and trucking to the stockpile sites from the suggested gravel pit at Buell would have been excessive as the haul would have been 0.3, 11.1, 12.7, 15.6 and 18.8 miles to the individual stockpiles. By shipping in by rail the haul was shortened to one mile on three sites and 4.6 and 6.5 miles respectively on the other two.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

Form 80—25350—6M—11-36

ORE N STATE HIGHWAY DEPARTME

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date January 29, 1938 , 193

Job name Survey Cruikshank Graveo Pit

Buell- Mill Creek Section

Highway Dallas Coast

County Polk *Job Prefix* 27-~~XXX~~ 1202

Week from Jan. 23 *to* Jan 29

Mail address McMinnville, Oregon.

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Cornett and party worked Monday, Tuesday and Wednesday on this project. Established property lines for owner's fencing and set iron pins and RW posts at corners. Completed this work and sent notes and blue print sketch to Division office.

NOTED
H. N. LIBBY

RECEIVED
JAN 31 1938
DIVISION ENGINEER

NOTED
H. D. SMITH

Signed R. C. Johnson

Title Resident Engineer

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday		
Monday	foggy, cold	foggy, cold
Tuesday	"	"
Wednesday	"	"
Thursday		
Friday		
Saturday		

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....
Miles of preliminary staked ....
Miles of location staked ....
Percent of field work complete 100
Percent of office work complete ....
Number of days worked on this project 3
Number of men in party 4
Salary expense this week 59.35
All other expense this week 8.00
Previous total expenditure this survey 00
Total expenditure including this week 67.35
Survey will be completed about ....
Completed survey will cost about 67.35
Per mile cost of survey will be about ....

RECEIVED
DEC 30 1937
FOR FILING

27-1202

December 29, 1937

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1978 for the furnishing of 10,000 cubic yards of material in stock pile on the McMinnville-Tillamook and Dallas-Coast Sections of the Salmon River Highway, in Polk and Yamhill Counties, known as the Willamina Rock Production Project, has been completed by the contractor Harold Blake, and that final settlement will be made by the State with said Contractor for work done under said contract on or after January 8, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $22,049.45, including the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
DEC 16 1937
FOR FILING
27-1202

December 14, 1937

IN REPLY PLEASE
REFER TO FILE NO.
27 - 1202

Mr. R. H. Baldock,
State Highway Engineer,
OFFICE

Attention: S. H. Probert,
Office Engineer

Dear Sir:

Reference is made to the Willamina Rock Production Project, Contract No. 1970.

You are advised that due to heavy pavement patching work authorized by the Commission on the Salmon River Highway this last summer, the contractor was requested to increase the ¾ minus materials at the Grand Ronde stockpile by 400 cubic yards as part of his required contract work. He was unable to produce this extra material at his own plant and was compelled to purchase same from competitive plants in this region.

The contractor is entitled to full bid price compensation for this item since it was supplied at our specific request and instructions.

NOTED

Yours very truly,

F. D. Eason,
Division Engineer.

FDE:GWR
cc R. H. Baldock ✓
H. G. Smith
J. W. McCallister
B. O. Johnson

#1970

RECEIVED
NOV 26 1937
FOR FILING
27-1202

November 24, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on Contract No. 1970, Willamina Rock Production Project in Polk and Yamhill Counties. This payment will be made on or after December 4, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1970

RECEIVED
OCT 13 1937
FOR FILING

27-1202

September 27, 1937

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

Reference is made to your letter of September 23, requesting an extension of time to September 9 on your contract No. 1970, Willamina Rock Production Project.

While all of the actual work in connection with this job was completed on September 9, we understand that a quantity of material will be purchased from you under the terms of the contract, and the delivery of this material will not be completed until about October 31. Will you, therefore, submit another letter of application for extension, to October 31, and also forward us another letter from your surety company consenting to the time limit being extended to this date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

File
Has been superseded'

#1970

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND, OREGON

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

September 23,1937

RECEIVED
SEP 25 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. F.D.Eason
Division Engineer

Gentlemen:

The time specified for completion of the Willamina Rock Production Project our contract No.1970 was July 31,1937 but due to certain delays I have been unable to complete the stockpiling of the material required until September 9,1937.

Starting of the work was delayed by the contract not being awarded until April 20th and shipment of material to the project were slowed up by the shortage of cars.

For these reasons I respectfully request an extension of time to September 15 in which to complete this contract.

Yours very truly,

Harold Blake
Harold Blake

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York.

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO

Jewett, Barton, Leavy and Kern
Resident Agents
LEWIS BUILDING
Telephone ATwater 4123
PORTLAND, OREGON

September 24, 1937.

RECEIVED
SEP 25 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 25 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

Re: Extension - Willamina Rock
Production Project on Salmon
River - Contract No. 1970
Harold Blake, Contractor

As Surety on the bond in connection with the above contract, we hereby consent to an extension of time on said contract to September 15th, 1937.

GLENS FALLS INDEMNITY COMPANY
By ______ Attorney

JEWETT, BARTON, LEAVY & KERN
By ______ Agents.

Copy to Harold Blake

AUTOMOBILE PLATE GLASS ELEVATOR FIDELITY AND SURETY BONDS BURGLARY AVIATION
PERSONAL ACCIDENT CONTINGENT LIABILITY GENERAL LIABILITY TEAMS' LIABILITY

1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 19 1937
FOR FILING
27-1202

September 25, 1937

IN REPLY PLEASE REFER TO FILE NO.
27-1202

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

NOTED
State Highway Engineer

Dear Sir:

Herewith a request from Mr. Harold Blake, together with consent of his surety for an extension of time covering the completion of the Willamina Rock Production Project, contract No. 1970.

This request is for an extension from July 31, the original completion date, to September 9, the actual date on which the contract quantities were completed. I have requested Mr. Blake verbally to supply some additional materials under the contract, which he will do as soon as he completes his other contract work in this near vicinity and can supply the rock and stock pile the same at the designated locations. With this in mind, it is requested that the extension on this contract be made to October 31, with no penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

RECEIVED
MAY 22 1937
FOR FILING

27-1202

May 21, 1937

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of each of the following contracts, which were awarded to you on April 20, 1937:

Contract No. 1969, for grading and paving the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, in Yamhill County;

Contract No. 1970, for the Willamina Rock Production Project on State Highway in Polk and Yamhill Counties.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
APR 24 1937
FOR FILING
27-1202

April 23, 1937

Mr. Harold Blake,
400 North Thompson St.,
Portland, Oregon

Dear Sir:

We are sending to you today, by express, four copies each of the following contracts which were awarded to you by the State Highway Commission on April 20, 1937:

Contract No. 1969, Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, in Yamhill County; 2.82 Mi. grading and paving;

Contract No. 1970, Willamina Rock Production Project in Polk and Yamhill Counties.

Please execute all four copies of each of these contracts as to agreement and bond and return them to this office for the approval of the State Highway Commission. When this is secured a fully executed copy of each contract will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work in connection with these contracts in strict conformance thereto.

Your attention is also directed to the page immediately following the mimeographed Special Provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

You are requested to immediately notify the National Reemployment Office of the approximate date work will begin on these jobs and the number and classification of laborers required to carry on said projects.

Yours very truly,

Secretary

HBG:MC

RECEIVED
MAY 12 1937
F

27-1202

March 12, 1937

Mr. H. G. Smith,
Construction Engineer
OFFICE

Dear Sir:

The State Highway Commission on March 10 authorized the taking of bids for furnishing about 10,000 cu. yds. of maintenance material for the Willamina Rock Production Project estimated to cost $22,000.

Yours very truly,

Secretary

HBG:MC

cc - R. H. Baldock
J. M. Bishop
F. D. Mason
S. H. Probert

FORM 2-A-1 10M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

3c

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 17 1937
FOR FILING

27-1202

OREGON STATE HIGHWAY COMMISSION
SALEM

February
18th
1937

IN REPLY PLEASE
REFER TO FILE NO.

721.2

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am advised by Mr. Eason that we are in need of stock piled material for paving plant and oiling operations on the McMinnville-Tillamook highway in the vicinity of Valley Junction and Sheridan and on the Wallace Bridge road near Buell.

Therefore, it is recommended that a 10,000 6000 yard contract be let to supply the needed material. It is tentatively estimated that the cost will be ~~$10,000~~. 27,000

Very respectfully,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

MB.

JNB/er

M

CONTRACT# [redacted] 1971

FA 183-F Forest Grove-Hillsboro Sec., 1937
Tualatin Valley Hwy.

1971

RECEIVED
APR 16 1938
FOR FILING

183-F

April 15, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of April 11, 1938 concerning reflectorized signs at the grade crossing at station 490+36 on the Forest Grove-Hillsboro Section, Project No. FA 183-F.

Please be advised that reflectorized signs have been installed at that point.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 1[illegible] 1938
STATE HIGHWAY COMMISSION

April 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On August 26, 1937, when we forwarded you copies of the project agreement on Oregon F.A.P. No. 183-F, Forest Grove-Hillsboro section of the Tualatin Valley Highway, for signature, you were advised that this project was approved subject to the condition that the grade crossing at Station 490+36 be protected by reflectorized signs.

Will you please advise us whether or not these signs have been erected, as the final voucher cannot be forwarded for payment until this information has been received.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 5-84 (8) 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

RECEIVED
DEC 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 1937
FOR FILING
183-7

Dec. 7, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. E. Probert

Dear Sir:

In compliance with your letter of November 29th to L. D. Mars, I am submitting herewith Form 345 requesting authority for additional expenditure on the Forest Grove-Hillsboro resurfacing contract, No. 1971, in the amount of $9,000.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
R. H. Baldock
Encl.

NOTED

#1971

RECEIVED
DEC 2 1937
FOR FILING

183-7

December 1, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1971 for the construction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after December 11, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amountpaid the above contractors in connection with this contract will be $112,612.50, including the final payment. Of this amount $244.91 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. H. Baldock

RECEIVED DEC 16 1937 FOR FILING

183-7

Nov. 19th, 1937

FINAL COST ANALYSIS

Tualatin Valley Highway, Forest Grove-Hillsboro Section
Contract 1971, Prefix 34-1109
Grading and Paving
Warren-Northwest Co., Contractors - L. D. Mars, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing	$604.06	100%			All	$1,000.00
Trench Excavation	586.02	541.3	cu. yd.	1.08	0.90	487.17
Excavation, Single Class	4,638.70	12,392.5	cu. yd.	0.37	0.40	4,957.00
Overhaul	169.62	5,654.1	yd. sta.	0.03	0.03	169.62
Truck Haul	1,293.01	6,818.9	yd. mi.	0.19	0.15	1,022.84
Finishing Roadbed & Slopes	1,294.80	4.98	Miles	260.00	250.00	1,245.00
8" Drain Pipe	294.83	597	lin. ft.	0.49	0.60	358.20
12" Concrete Pipe	1,051.87	1,221	lin. ft.	0.86	1.10	1,343.10
18" " "	962.86	441	lin. ft.	2.18	2.50	1,102.50
24" " "	133.29	45	lin. ft.	2.96	3.00	135.00
Salvaging Culvert Pipe	49.44	192	lin. ft.	0.26	0.50	96.00
Pavement Cutting	128.25	165.5	lin. ft.	0.78	0.60	99.30
Removal of Inlets	34.74	5	each	6.95	5.00	25.00
Concrete Catch Inlets	99.45	5	"	19.89	23.00	115.00
Removal Old Pavement	474.45	1,235.6	sq. yd.	0.38	0.30	370.68
Salvaging Guard Fence	122.54	3,040	lin. ft.	0.04	0.10	304.00
Cable Guard Fence	2,845.90	2,980	lin. ft.	0.955	1.00	2,980.00
Concrete Curb & Gutter	1,175.86	1,167.5	lin. ft.	1.01	1.10	1,284.25
Portland Cement Concrete Base	4,850.25	3,427.6	sq. yd.	1.415	1.75	5,998.30
½" Expansion Joints	99.30	993	lin. ft.	0.10	0.10	99.30
Dowels	129.60	810	each	0.16	0.18	145.80
3" Rock in Base & Shoulders	17,179.94	9,241	cu. yd.	1.86	1.91	17,650.31
1¼" Rock in Base	250.24	123	cu. yd.	2.03	2.20	270.60
3/4" Rock in Shoulders	9,949.55	4,756	cu. yd.	2.09	2.20	10,463.20
¼" Rock in Footpath	737.43	352.5	cu. yd.	2.09	2.20	775.50

NOTED

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Filler	74.09	192	cu. yd.	0.385	0.35	67.20
Hauling Filler	101.21	619.5	yd. mi.	0.163	0.15	92.93
Sprinkling	359.55	209	M-Gal.	1.72	1.50	313.50
Class "A" Asphaltic Concrete	38,078.76	8,793.5	Tons	4.32	4.50	39,570.75
Class "B" " "	9,143.15	2,115	Tons	4.32	4.50	9,517.50
Cutback Wearing Surface	15,814.62	3,808	Tons	4.15	4.50	17,136.00
Force Account	208.18					244.91
Total Contract Cost	$112,936.56	Total Contract Revenue				$119,440.46

Private Sales

Class "B" Asphaltic Concrete to Ray Maling Cannery	356.12	82.38	Tons	4.32	5.25	523.58
Other Local Sales of Class "B" Asphaltic Concrete	134.53	31.12	Tons	4.32	5.25	163.38
Total Cost	$113,427.21	Total Gross Revenue				$120,127.42

Gross Revenue	$120,127.42
Total Cost	113,427.21
Net Profit	$6,700.21

Net Profit Equals 5.6% of Gross Revenue

Detail of Cost

Contract 1971 Prefix 34-1109

Labor:

Supervision	$1,790.66	
Labor	19,837.08	
State Industrial Accident Insurance	1,297.66	
Social Security & Unemployment Insurance	648.85	
		$23,574.25

Materials:

Portland Cement	916½ Bbls. at 1.752	1,605.58	
Mineral Agg. for Conc. Pave.	433 cu. yd. at 1.34½	582.38	
½" Expansion Joints	993 lin. ft. at 0.072	71.49	
Sand for Conc. Pave.	313 cu. yd. at 1.35½	424.12	
Dowels	810 at 0.115	93.15	
Dowel Sleeves	810 at 0.025	20.25	
Inlet Grills	5 at 2.342	11.71	
Asphalt Grade D	482.88 Tons at 19.579	9,454.36	
Cutback Asphalt	132.19 Tons at 17.959	2,374.10	
Min. Agg. for Asph. Conc.	8,928 cu. yd. at 1.54	13,749.12	
Sand for Asph. Conc.	2,032.8 cu. yd. at 1.091	2,219.15	
Muck Sand	559 cu. yd. at 0.53	296.27	
8" Concrete Pipe	597 lin. ft. at 0.366	218.67	
12" " "	1,310 lin. ft. at 0.68	891.33	
18" " "	441 lin. ft. at 1.738	766.50	
24" " "	45 lin. ft. at 2.35	105.75	
			32,883.93

Miscellaneous Supplies & Equipment Rental:

Equipment Rental	7,027.00	
Hired Trucks	3,880.00	
Gas, Oil & Grease	4,750.91	
Small Tools	477.54	
Form Lumber	2,064.70	
Service Truck	884.31	
Move In Freight Etc.	1,033.94	
Plant Erection	2,519.75	
Office	719.97	
Sundries & Misc. Supplies	1,802.91	
Home Office & Gen. Overhead 3% of Gross Revenue	3,583.34	
Bond	1,194.41	
		29,938.78

Sub-Contractor's Prices:

* Cable Guard Fence, Collins Concrete Pipe Co.:		
2,980 lin. ft. at 0.90		2,682.00
Rock in Base and Shoulder, Saxton & Looney:		
3"-0 Base Rock	9,241 cu. yd. at 1.30	12,013.30
Placing 3"-0 Rock	9,241 cu. yd. at 0.30	2,772.30
1¼"-0 Rock in Base	125 cu. yd. at 1.50	134.50
Placing 1¼"-0 Rock	125 cu. yd. at 0.25	30.75
3/4"-0 Shoulder Rock	4,756 cu. yd. at 1.55	7,371.80
Placing Shoulder Rock	4,756 cu. yd. at 0.25	1,189.00

Contract 1971

Detail of Cost (Cont'd)

¼"-0 Footpath Rock	352.5 cu. yd. at 1.55	$546.37	
Placing " "	352.5 cu. yd. at 0.25	88.13	
Filler	192 cu. yd. at 0.33¼	63.84	
Hauling Filler	619.5 yd. mi. at 0.14¼	88.28	
			$27,030.27
	Total Cost		$113,427.21

* Supplementary Report on this item attached.

FINAL COST ANALYSIS

Contract 1971 Prefix 34-1109

REMARKS:

This contract was awarded on April 20th, 1937. Work began on May 31st, and the project was completed on August 6th, which was 25 days ahead of the specified completion date. The provisions for this contract required the widening of 4.98 miles of roadbed, widening and resurfacing of 4.72 miles of existing bituminous pavement, 1700 square yards of Portland Cement concrete base and 4500 square yards of rock shoulders. Some light clearing and other incidental work was included.

The contractor placed a large crew of men on the job at the start, and the clearing was soon completed with excavation for the concrete base in Hillsboro and Cornelius carried on at the same time. A 1 yard Lima shovel equipped with a skimmer bucket was used in excavating, and fine grading was done with a motor patrol and gas roller. The laying of the 6" concrete base followed immediately with a 2-sack mixer and wheelbarrows used and the crew worked one 8-hr. shift per day. All the concrete work was completed in two weeks time, and this phase of the work showed a good profit. The mineral aggregate for the concrete work was purchased in Portland and hauled to the job by trucks.

The shovel, on completing excavation for the concrete work, was moved to the borrow pits and began excavation for widening the roadbed. Considerable time was lost during grading operations due to unfavorable weather conditions and the slowness of the water company in changing their mains and lines out of the way of the new construction. The lost time and the long and frequent moves of the shovel due to the small amount of yardage handled in the various borrow pits and small cuts increased the cost of excavation and only a small profit was made on this item.

The rock for this job was sub-contracted to Saxton, Looney and Risley. The 3" base rock was secured from a pit located on Gales Creek about 5½ miles from the west end of the project, and the crushed rock used in base and shoulders was produced at the sub-contractor's crusher in the same vicinity. The total amount of rock used exceeded the original estimate by 4,000 yards due to the softening of the newly graded shoulders by the heavy rains and the heavy traffic carried during construction when the shoulders were used as detours. The contractors made a fair profit on the rock as the sub-contract prices were made at a gross profit of 0.31 per yard on 3" and 0.45 on 1¼" material. The sub-contract also included the placing of the material.

The cable guard fence at the Dairy Creek fill was bid at $1.00 per lin. ft. and sub-contracted to the Collins Concrete Pipe Co. for 0.90 per ft. The sub-contractor made a very fair profit on this item as their work was done at a cost of 0.78 per lin. ft.

The mineral aggregate for the asphaltic concrete pavement was purchased from the Ross Island Sand & Gravel Co. in Portland, shipped to Cornelius by rail and stockpiled. The plant was erected, began operation on June 23rd, and finished on July 21st. A production of 100 tons per hour had been anticipated, though the actual average was 64 tons per hour. The profit made on the asphaltic concrete was not large due partly to high operating cost due to changes and repairs made to the plant and a rather high price on the aggregates.

Contract 1971

Remarks (Cont'd)

The total profit made on this project was not high due principally to the low margin made on the asphaltic concrete pavement which comprised about 55% of the contract work. None of the other items in the contract showed a very large profit though the work was carried on in good shape and the project was completed well ahead of the specified completion time.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

Supplementary Cost Analysis
Cost of Operations of Production and Placing of Asphaltic Concrete Pavement
Contract 1971, Prefix 34-1109

Item	Cost	Quantity in Tons	Cost per Ton
Plant Erection	$3,006.01	14,830	$0.200
Plant Operation	13,962.83	14,830	0.940
Hauling Asphaltic Concrete	2,694.82	14,830	0.181
Forms	7,476.89	14,830	0.504
Laying Asphaltic Concrete	8,301.28	14,830	0.559
Cost of Production & Placing per Ton			$2.384
Class "A" Asphaltic Concrete:			
Grade "D" Asphalt	$7,488.86	8,793.5	0.851
Mineral Aggregate & Sand	9,546.61	8,793.5	1.085
Production and Placing	20,963.04	8,793.5	2.384
Cost per Ton			$4.320
Class "B" Asphaltic Concrete:			
Grade "D" Asphalt	$1,965.90	2,228.5	0.882
Mineral Aggregate & Sand	2,355.77	2,228.5	1.057
Production and Placing	5,050.50	2,228.5	2.384
Cost per Ton			$4.323
Asphaltic Concrete Wearing Surface:			
Cutback Asphalt	2,374.10	3,808	0.623
Mineral Aggregate & Sand	4,362.30	3,808	1.146
Production & Placing	9,078.27	3,808	2.384
Cost per Ton			$4.153

REMARKS:

The plant used in the paving on this project was designed by **Robt.** Shoemaker of the Portland office of the Warren-Northwest Co. and was intended as a 3000 lb. batch plant which could be easily transported, erected and dismantled. Its first use was on this job and consequently many adjustments and changes were made in order to secure proper and efficient operation. This resulted in a rather high plant operation cost and some lost time. It was also found necessary to reduce the batch weight to 2000 lbs. when producing the cutback wearing surface.

The plant operated over a period of 306 hours of which 232½ hours were actual running time during which 14,830 tons were produced which is an average of 64 tons per hour. There was 73½ hours of lost time of which about half was chargeable to delay on the street work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

TUALATIN HIGHWAY - FOREST GROVE-HILLSBORO SECTION Contract 1971

Cost Analysis on Cable Guard Fence

Sub-Contracted to Collins Concrete Pipe Co.,

Item	Cost	Quantity	Unit Cost	Sub.Unit Bid	Gross Revenue
Cable Guard Fence	$ 2,327.31	2,980 Lin.Ft.	$0.78	$0.90	$2,682.00

Sub-Contractor's Gross Revenue	$ 2,682.00	
Total Cost	2,327.31	
Net Profit	$ 354.69 =	13.3% of Gross Revenue

Detail of Cost

Labor:

Supervision Ray Collins)	$ 50.00	
Labor	365.30	
State Industrial Accident Insurance	18.26	
Social Security & Unemployment Insurance	10.95	
		$ 444.51

Materials & Supplies:

Precast Concrete Posts	302	at $3.25 Each	$ 981.50	
3" x 8" Lumber	12	M at 29.00 per M	348.00	
Galvanized Wire Cable	2980	lin.ft. at $59.00 per 1000	$ 175.82	
Turnbuckles	8	at $1.50 each	12.00	
Eyebolts	298	at 0.17 each	50.66	
Galvanized 3/8" Bolts	302	at 0.15	45.30	
White Paint	40	Gals. at 2.85	114.00	
Black Paint	2	Gals at 2.25	4.50	
Misc. Mat's & Supplies			44.20	
Home Office & Gen. Overhead / % of Gross			26.82	
Supply Truck			80.00	
				$1882.80
Total Cost				$2327.31

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1937
FOR FILING

14 3 7

605 Weatherly Bldg.
November 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Referring to your letter of November 5th, if the short section of profile at the east entrance to Forest Grove, which you mentioned in your letter, is on cloth, we would appreciate having a copy for our files.

We do not have very much information on this change, which was made in 1934, and this profile may be of some value to us.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 10M 8-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

123-7

RECEIVED
NOV 1937
FOR FILING

November 5, 1937.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED

Dear Sir:

In reply to yours of November 4, wish to advise that we have searched the records and can find nothing that we believe could be of any value to you. The only profile sent in on Forest Grove-Hillsboro Section constructed in 1934 by Saxton and Looney, was the short section at the east entrance to Forest Grove which was graded and paved under this contract.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lee
H

CC to
R.H. Baldock

FORM 0-A-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 1937

FOR FILING
183-7

1937

605 Weatherly Bldg.
November 4, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Reference is made to your letter of October 30th, regarding our request for a profile of the Forest Grove-Hillsboro Section constructed in 1934 by Saxton & Looney.

This was a shoulder construction job and a construction profile may not have been made up or, if one was made up, there might not be enough information on it to be of any value to us.

Will you please check this profile, and if there is one and it has any information, particularly through Cornelius, we would appreciate receiving a blueprint.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓

RECEIVED
OCT 19 1937
FOR FILING

RECEIVED
OCT 16 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 183-F
Forest Grove-Hillsboro section
Tualatin Valley Highway

October 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Ho

Appr 31992

Form P. R. 2

State Oregon

Federal Aid Project No. 183-F

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 30th day of August, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [illegible] day of September, 19[illegible], a project statement, which was approved by the Secretary on the [illegible] day of October, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 11th day of March, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-two thousand, one hundred thirty and 00/100 dollars ($72,130.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1927; Chap. 31, laws 1929; Chap. 86, laws 1931 (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 428+50, at the west end of Section E of said project in Hillsboro, and survey station 254+60, on the south line of Section 31, T. 1 N., R. 3 W., W. M., east of Forest Grove, excepting therefrom that portion between survey stations 36+58.5 and 39+58.5, length 4.982 miles, in Washington County, being Section F of Oregon Federal Aid project No. 183, consisting of 4.982 miles of roadway and no bridges, [illegible] [illegible].

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of seventy-two thousand, one hundred thirty and 00/100 dollars ($72,130.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighteen thousand, two hundred thirty-three and 00/100 dollars ($118,233.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed ~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 11, laws 1927; Chap. 88, laws 1931 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of Sept., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **Federal Aid** Project No. [illegible] State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **118,233.00** as the total estimated cost of said project, and the sum of $ **72,130.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of September one thousand nine hundred and thirty-seven

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 8 1937
FOR FILING
183-7

RECEIVED
1937
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
September 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Herewith Price Agreement No. 1 covering cement adjustment on the Forest Grove-Hillsboro resurfacing contract, No. 1971. The adjustment is at the rate of $1.75 per barrel and is in favor of the state for a total of 61.98 barrels. You will also find herewith seven receipted invoices covering cement furnished to Warren Northwest by the Beaver Portland Cement Company for this job.

This job was completed August 6th and final records were sent to Mr. H. G. Smith on September 16th. We will submit, in the near future, a construction map and book of transit notes.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED
State Highway Engineer

EAC:DP
CC R. H. Baldock
H. G. Smith
L. D. Mars
Encl.

#1971

RECEIVED
SEP 24 1937
FOR FILING
183-7

September 23, 1937

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc. on Contract No. 1971, Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County. This payment will be made on or after October 2, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

183-7

605 Weatherly Bldg.
September 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith letter of explanations for over-runs and under-runs on the various sections of the Forest Grove-Hillsboro resurfacing project. The number of over-runs and under-runs on this job is very large and occurred on account of the change from a 22-foot to a 36-foot roadway in Hillsboro after the contract was awarded, and to the number of sections---five---into which it was necessary to split this project and to the lack of complete investigation and plan for replacing farm-entrance culverts. The major over-run, however, excavation and shoulder-rock, came about about through making the Dairy Creek fill wider than planned and through compaction and settlement of the shoulders under traffic during paving. The shoulders were used by a heavy stream of traffic and it was necessary to use more rock to bring them up to the proper grade and width.

Some of the over-run of the excavation of the Dairy Creek fill could have been avoided by closer engineering inspection during construction.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

OTED

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

183

605 Weatherly Bldg.
September 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith the following final records for Forest Grove-Hillsboro Contract No. 1971, which was completed on August 6, 1937:

4 copies of Semi Final Estimate
3 copies of Monthly Quantity Summary
Record of Extra Work Order bills
Summary of gravel freight bills paid by the state,
 to be deducted from the Final
Construction profile on cloth

Today we sent in, in a pasteboard carton by A. W. Marquiss, the following data:

One book level notes and bench marks
" " original cross section notes
" " platted cross sections
" " borrow pits and road approaches
" " grades
" " trench excavation and pipe notes
" " pavement quantities
" " remeasure
35 " material receipt books (rock)
25 " " " (black top)
One book earth work computation sheets
One mass diagram

NOTED
Highway Engineer

We are submitting in the near future one construction map and one book of transit notes.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

1

Form 333—5M—12-36

183-7

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 11, 1937., 193

Section Forest Grove - Hillsboro

Kind of work Grading and Paving

Highway Tualatin Valley

Section prefix 34 - 1109

Contractor Warren Northwest Inc.

Contract number 1971

Date of contract April 12, 1937., 193

Date of completion August 31, 1937., 193

Date work started May 3, 1937., 193

Estimated date of completion Completed, 193

Amount of contract $107,490.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $119,695.85

Per cent of contract completed, based on total contract price %

Engineering cost to date, $6791.37, 6.3 %

Date project was completed August 6, 1937., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate was completed Thursday and taken to the division office on Friday. Right of Way posts are being set by the field crew.

Contractor Roy L. Houck started operations on the Butteville Road - White School project on Sept 10.

The field crew spent one day on this project.

NOTED
RAY WEBBER

RECEIVED
SEP 13 1937

Signed L. D. Mars

Address 203 Court House Hillsboro, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.98		4.98		4.72
Miles partially completed					
Miles completed	4.98		4.98		4.72
Total estimated quantities	9,200		10,450		14,210
Estimated quantities moved or placed to date	12,594.2		14,472.5		14,714.5
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
BUILDING
PORTLAND, OREGON

RECEIVED
SEP 14 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

183-F

SEP 10 1937

Mr. R. H. Baldock,
State Hwy. Engr.
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 183-F, Forest Grove-Hillsboro Section, Tualatin Highway, Washington County, was made by a representative of this office on August 25, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

EL R

RECEIVED
AUG 30 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 183-F
Forest Grove-Hillsboro section
Tualatin Valley Highway

August 26, 1937

RECEIVED
AUG 27 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Instructions issued to Bishop on Aug. 27th

P.S. Approval is subject to the condition that the grade crossing of the Southern Pacific at Station 490+36 be protected by reflectorized signs in accordance with General Administrative Memorandum No. 7.

Form 338—5M—12-36

183-X

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 1937.

Section Forest Grove - Hillsboro

Kind of work Grading and Paving

Highway Tualatin Valley

Section prefix 34 - 1109

Contractor Warren Northwest Inc.

Contract number 1971

Date of contract April 12, 1937.

Date of completion August 31, 1937.

Date work started May 3, 1937.

Estimated date of completion Completed

Amount of contract $107,490.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $119,600.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $6,450.00, 6 %

Date project was completed August 6, 1937.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All items except excavation truck and overhaul are ready for the final estimate. About 20% of the cross sections have been figured and checked. The entire crew is working in the office on these items.

NOTED
RAY WEBBER

AUG 23 1937

Signed L D Mars

Address 203 Court House, Hillsboro, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
			Shoulder Rock		
Miles in project	4.98		4.98		4.72
Miles partially completed					
Miles completed	4.98		4.98		4.72
Total estimated quantities	9,200		10,450		14,210
Estimated quantities moved or placed to date	10,835		14,472.5		14,7145
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 21 1937
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183-7

605 Weatherly Bldg.
August 19, 1937

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 20 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of August 17th received with bill from the Southern Pacific for flagging services near Hillsboro. On July 31st an order for State Force Work was submitted and approved, the prefix being 34-1109-504 and the amount $22.14. At the time this State Force Work Order was submitted, Mr. Mars thought the $22.14 covered all flagging performed by the Southern Pacific, as their first statement was in that amount. However, some other flagmen from the Gaston crew were used on this flagging and the attached bill covers their services and it was our intention that it should be charged to the same order.

This will, of course, cause an over-run, but it is rather a small item. If you wish a request for additional authorization for the order, dated July 31st, please advise.

The necessity for this flagging service arose under the terms of our permit from the railroad company to make borrow on their right of way. It was provided that when, in the railroad's opinion, it was necessary they were to provide flagmen and the State was to pay them for this service.

I am returning the bill herewith.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1937
FOR FILING
183-7

August 17th, 1937

Mr. E. A. Collier
Division Engineer
State Highway Dept.
606 Weatherly Bldg.
Portland, Oregon

Dear Sir:

Attached is a copy of a bill handed to us by the auditing department covering services for flagging near Hillsboro.

In order to charge this to the job, it will be necessary to have the State Force Order to cover. This order should state why it was necessary to perform flagging services.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
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AUG 11 1937
FOR FILING
183-7

August 9, 1937

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

The Forest Grove-Hillsboro Grading and Paving Project, Contract No. 1971, was completed by Warren Northwest Inc. on August 6, 1937 ahead of the completion date.

Very truly yours,

By
E. A. COLLIER
DIVISION ENGINEER

RECEIVED
AUG 10 1937
OREGON
STATE HIGHWAY COMMISSION

EAC:DP
CC R. H. Baldock
S. H. Probert

RECEIVED
AUG 6 1937
FOR FILING

183-7

August 5, 1937

Mr. E. A. Collier
Division Highway Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Attention: Wilbur M. Darby

Dear Sir:

Reference is made to your letter of August 4, relative to Extra Work Order No. 2 on the Forest Grove-Hillsboro paving project. This order was approved on July 14 and copies were supposedly forwarded to you and to Mr. Mars. These copies evidently having been missent are being replaced by the duplicates enclosed herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. M. Probert
Office Engineer

Dict. by M. H. Milner/US

Encl.

cc Mr. E. G. Smith
Mr. L. D. Mars

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1937
FOR FILING
183-7

August 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention H. C. Smith

Dear Sir:

Reference is made to the order for extra work #2 for changing headers on the Forest Grove—Hillsboro paving project.

Neither this office nor the engineer, L. D. Mars, has yet received approved copies of this order, although in your letter of July 29th you state that the order had been approved and mailed out. As these orders have evidently been missent or lost we would appreciate having copies made for Mr. Mars' and our files.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:EPT
CC-R. H. Baldock

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 30 1937
FOR FILING
183-7

July 29, 1937.

Mr. R. A. Collier,
Division Engineer,
7729 S. E. 13th,
Portland, Ore.

Attention Mr. W. M. Darby

Dear Sir:

Replying to your letter of July 28th, please be advised that Mr. Baldock approved Extra Work Order No. 2 on the Forest Grove-Hillsboro Paving Project on July 14th, and same forwarded to your office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lew
H.

CC to
R.H.Baldock

FORM [illegible] 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible] TOU VELLE, JACKSONVILLE
E. B. [illegible]
F. M. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 30 1937
FOR FILING
183-7

NOTED
State Highway Engineer

July 28, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Please advise the status of Extra Work Order No. 2 on the Forest Grove-Hillsboro Paving Project.

This Order was sent on July 8th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓

RECEIVED
JUL 29 1937
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 21 1937
FOR FILING

153-4

IN REPLY PLEASE
REFER TO FILE NO.

July 23, 1937

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are returning herewith your Check No. 1129, in the amount of Seven and Fifty-six One Hundredths Dollars ($7.56), tendered by you in settlement for signs as represented on our Invoice No. A-5876 6/25.

We must admit an error on our part, inasmuch as we have already deducted the above amount from estimate No. 3 on contract No. 1971 without allowing the full 30-day period to elapse as stipulated on the invoice. However, since the procedure in changing the voucher to eliminate the deduction would entail a delay in making payment for the work represented on the above mentioned estimate, we are allowing the voucher to remain as originally written, to include the deduction, and are refunding your check.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by W. H. Milner/MB

Encl.

cc Mr. R. H. Baldock
Mr. R. V. Hollenberg
Mr. Carl Smith

—2M—8-36

Salem, Oregon, June 25, 1937

Warren Northwest Inc.

Cornelius, Oregon

To OREGON STATE HIGHWAY COMMISSION, Dr.

Our Order No. A 5876

Invoice No.

4	Signs # OC - 2A "Keep to Right"	$ 1.75	$ 7.00
	Parcel Post		.56
	Total		$ 7.56

Shipped: 6/2/37

CREDIT: 75-2401-330

Job #1971
Requisition #5088

Unless your preference to handle this item on a cash basis is indicated by remittance within 30 days, deduction of the amount will be made from an early estimate.

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MZ

Encl.

RECEIVED
JUL 29 1937
FOR FILING
183-7

July 21, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate as basis for project agreement for the Forest Grove-Hillsboro Section, FA Project No. 183-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department Federal Aid Project No. 153-F

FOREST GROVE-HILLSBORO SECTION OF THE
TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 14, 1937

WORK WITHIN CITY OF HILLSBORO

36' Asphaltic Concrete Pavement (Sta. 488+52 to 500+50)

All Required		Clearing and Grubbing		$	45.00
10	cu. yds.	Trench Excavation	$ 0.90		9.00
300	cu. yds.	Excavation, Single Classif.	0.40		120.00
300	yd. mi.	Overhaul	0.15		45.00
0.22	mile	Finishing Roadbed and Slopes	250.00		55.00
25	lin. ft.	8" Drain Pipe	0.60		15.00
20	lin. ft.	Pavement Cutting	0.60		12.00
1	only	Concrete Catch Inlets	23.00		23.00
150	sq. yds.	Removal of Old Pavement	0.30		45.00
2,100	sq. yds.	Portland Cement Concrete Base	1.75		3,675.00
650	lin. ft.	½" Expansion Joints	0.10		65.00
650	only	Dowels	0.18		117.00
330	cu. yds.	3" Rock in Base and Shoulders	1.91		630.30
20	cu. yds.	1½" Rock in Base	2.20		44.00
140	cu. yds.	¾" Rock in Shoulders	2.20		308.00
15	cu. yds.	¾" Rock in Footpaths	2.20		33.00
20	cu. yds.	Filler	0.35		7.00
40	yd. mi.	Hauling Filler	0.15		6.00
5	M-Gals.	Sprinkling	1.50		7.50
310	tons	Class "A" Asphaltic Concrete	4.50		1,395.00
310	tons	Class "B" Asphaltic Concrete	4.50		1,395.00
260	tons	Cutback Asphalt Wearing Surface	4.50		1,170.00
		Subtotal		$	9,131
		10% Engr. & Cont.			913
		Total		$	10,044

Length 0.227 mile
Cost per mile $ 46,008.

20' Asphaltic Concrete Pavement (Sta. 500+50 to 500+65.9)
(Sta. 0+68.6 to 2+36.3)

All Required		Clearing and Grubbing		$	8.00
80	cu. yds.	Excavation, Single Classif.	$ 0.40		32.00

50	yd. mi.	Truck Haul	$ 0.15	$ 7.50
.04	mile	Finishing Roadbed And Slopes	250.00	10.00
60	cu. yds.	3" Rock in Base and Shoulders	1.91	114.60
10	cu. yds.	1½" Rock in Base	2.20	22.00
20	cu. yds.	¾" Rock in Shoulders	2.20	44.00
5	cu. yds.	¾" Rock in Footpaths	2.20	11.00
10	cu. yds.	Filler	0.35	3.50
20	yd. mi.	Hauling Filler	0.15	3.00
30	tons	Class "A" Asphaltic Concrete	4.50	135.00
10	tons	Class "B" Asphaltic Concrete	4.50	45.00
25	tons	Cutback Asphalt Wearing Surface	4.50	112.50
		Subtotal		$ 54[illegible].00
		10% Engr. & Conts.		[illegible]
		Total		$ 600.00
		Length	0.034 mile	
		Cost per mile	$ 17,705	

WORK WITHIN CITY OF CORNELIUS

46' Asphaltic Concrete Pavement (Sta. 151+54 to 164+64)

All Required		Clearing and Grubbing		$ 50.00
20	cu. yds.	Trench Excavation	$ 0.90	18.00
580	cu. yds.	Excavation, Single Classif.	0.40	232.00
0.25	mile	Finishing Roadbed and Slopes	250.00	62.50
65	lin. ft.	8" Drain Pipe	0.60	39.00
5	only	Removal of Inlets	5.00	25.00
5	only	Concrete Catch Inlets	23.00	115.00
1,250	lin. ft.	Concrete Curb and Gutter	1.10	1,375.00
1,700	sq. yds.	Portland Cement Concrete Base	1.75	2,975.00
600	lin. ft.	½" Expansion Joints	0.10	60.00
450	only	Dowels	0.18	81.00
40	cu. yds.	3" Rock in Base and Shoulders	1.91	76.40
20	cu. yds.	1½" Rock in Base	2.20	44.00
50	cu. yds.	¾" Rock in Shoulders	2.20	110.00
10	cu. yds.	Filler	0.35	3.50
20	yd. mi.	Hauling Filler	0.15	3.00
380	tons	Class "B" Asphaltic Concrete	4.50	1,710.00
330	tons	Cutback Asphalt Wearing Surface	4.50	1,485.00
		Subtotal		$ 8,464.00
		10% Engr. & Conts.		846.00
		Total		$ 9,310.00
		Length	0.248 mile	
		Cost per mile	$ 37,540	

20' Asphaltic Concrete Pavement (Sta. 130+65 to 151+54) (Sta. 164+64 to 191+40)

All Required		Clearing and Grubbing		$ 182.00
120	cu. yds.	Trench Excavation	$ 0.90	108.00
1,320	cu. yds.	Excavation, Single Classif.	0.40	528.00
1,350	yd. mi.	Truck Haul	0.15	202.50
0.90	mile	Finishing Roadbed and Slopes	250.00	225.00
400	lin. ft.	12" Concrete Pipe	1.10	440.00
110	lin. ft.	18" Concrete Pipe	2.50	275.00
56	lin. ft.	24" Concrete Pipe	3.00	168.00
96	lin. ft.	Salvaging Culvert Pipe	0.50	48.00
40	lin. ft.	Pavement Cutting	0.60	24.00
960	cu. yds.	3" Rock in Base and Shoulders	1.91	1,833.60
150	cu. yds.	1½" Rock in Base	2.20	330.00
750	cu. yds.	¾" Rock in Shoulders	2.20	1,650.00
55	cu. yds.	½" Rock in Footpaths	2.20	121.00
190	cu. yds.	Filler	0.35	66.50
380	yd. mi.	Hauling Filler	0.15	57.00
25	M-Gal.	Sprinkling	1.50	37.50
1,690	tons	Class "A" Asphaltic Concrete	4.50	7,605.00
450	tons	Class "B" Asphaltic Concrete	4.50	2,025.00
555	tons	Cutback Asphalt Wearing Surface	4.50	2,497.50
		Subtotal		$ 18,447
		10% Engr. & Cont.		1,844
		Total		$ 20,291
		Length	0.903 mile	
		Cost per mile	$ 22,470	

[illegible] CITIES

20' Asphaltic Concrete Pavement (Sta. 2+36.3 to 31+96.7) (Sta. 47+57.2 to 130+65) (Sta. 191+40 to 254+60)

All Required		Clearing and Grubbing		$ 665.00
200	cu. yds.	Trench Excavation	$ 0.90	180.00
6,920	cu. yds.	Excavation, Single Classif.	0.40	2,768.00
500	yd. sta.	Overhaul	0.03	15.00
2,200	yd. mi.	Truck Haul	0.15	330.00
3.33	miles	Finishing Roadbed and Slopes	250.00	832.50
420	lin. ft.	12" Concrete Pipe	1.10	462.00
170	lin. ft.	18" Concrete Pipe	2.50	425.00
6	lin. ft.	24" Concrete Pipe	3.00	18.00
210	lin. ft.	Salvaging Culvert Pipe	0.50	105.00
50	lin. ft.	Pavement Cutting	0.60	30.00

1,400	sq. yds.	Removal of Old Pavement	$ 0.30	$ 420.00
480	lin. ft.	Salvaging Guard Fence	0.10	48.00
460	lin. ft.	Cable Guard Fence	1.00	460.00
3,740	cu. yds.	3" Rock in Base and Shoulders	1.91	7,143.40
560	cu. yds.	1½" Rock in Base	2.20	1,232.00
2,930	cu. yds.	¾" Rock in Shoulders	2.20	6,446.00
160	cu. yds.	½" Rock in Footpaths	2.20	352.00
720	cu. yds.	Filler	0.35	252.00
1,440	yd. mi.	Hauling Filler	0.15	216.00
110	M-Gal.	Sprinkling	1.50	165.00
6,120	tons	Class "A" Asphaltic Concrete	4.50	27,540.00
1,690	tons	Class "B" Asphaltic Concrete	4.50	7,605.00
2,070	tons	Cutback Asphalt Wearing Surface	4.50	9,315.00
		Subtotal		$ 67,027
		10% Engr. & Cont.		6,703
		Total		$ 73,730

Length 3.331 miles
Cost per mile $ 22,134

Shoulder Widening, Dairy Creek Fill (Sta. 31+96.7 to 36+58.3)(Sta. 39+58.5 to 47+57.2)

All Required		Clearing and Grubbing		$ 48.00
400	yd. mi.	Truck Haul	$ 0.15	60.00
0.24	mile	Finishing Roadbed and Slopes	250.00	60.00
2,570	lin. ft.	Salvaging Guard Fence	0.10	257.00
2,540	lin. ft.	Cable Guard Fence	1.00	2,540.00
270	cu. yds.	3" Rock in Base and Shoulders	1.91	515.70
150	cu. yds.	¾" Rock in Shoulders	2.20	330.00
15	cu. yds.	¼" Rock in Footpaths	2.20	33.00
30	cu. yds.	Filler	0.35	10.50
60	yd. mi.	Hauling Filler	0.15	9.00
5	M-Gal.	Sprinkling	1.50	7.50
		Subtotal		$ 3,870
		10% Engr. & Cont.		387
		Total		$ 4,257

Length of Roadway	0.239 mile
" " 1 Bridge	0.057 "
Total Length	0.296 "
Cost per mile, Roadway	$ 17,811

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City of Hillsboro			
36' Roadway	$ 10,044	$ 6,127	$ 3,917
20' Roadway	602	367	235
Work Within City of Cornelius			
46' Roadway	9,310	5,680	3,630
20' Roadway	20,291	12,379	7,912
Work Outside Cities			
20' Roadway	73,729	44,980	28,749
Shoulder Widening	4,257	2,597	1,660
	$ 118,233	$ 72,130	$ 46,103

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FORM 9-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 13 1937
FOR FILING

July 8, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith six copies of Extra Work Order No. 2 for raising or lowering header already set by the contractor, Warren Northwest Inc., on the Forest Grove-Hillsboro Paving Project. A copy of Mr. Mars' explanatory letter is attached hereto.

I have in times past approved Extra Work Orders for adjusting forms for pavement or bridge when adjustments were made necessary by engineering errors. Mr. Mars states on the last several jobs he has been on the procedure has been followed of giving Extra Work Order to contractor and adjusting headers after he has once set them to the engineer's grades and some of this work has been performed on the Hillsboro job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

NOTED

R H BALDOCK

July 3rd, 1937

RECEIVED
JUL 12 1937
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Cost Analysis to June 15th, 1937
Tualatin Valley Highway, Forest Grove-Hillsboro Section
Contract 1971, Prefix 34-1109
Grading and Paving

Warren-Northwest Co., Contractors
L. D. Mars, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing	$ 511.40	All			$1,000.00	$1,000.00
Trench Excavation	564.97	513.7	cu. yd.	1.10	0.90	462.33
Exc. Single Classification	4,956.40	10,835	cu. yd.	0.457	0.40	4,334.00
Overhaul	15.00	300	yd. sta.	0.05	0.05	15.00
Truck Haul	1,449.69	6,750	yd. mi.	0.215	0.15	1,012.00
8" Drain Pipe	274.63	597	lin. ft.	0.46	0.60	358.20
12" Concrete Pipe	963.47	1,115	" "	0.864	1.10	1,226.50
18" " "	888.79	441	" "	2.015	2.50	1,102.50
24" " "	122.42	45	" "	2.72	3.00	135.00
Salvage Pipe	48.09	74	" "	0.65	0.50	37.00
Pavement Cutting	126.75	159.5	" "	0.794	0.60	95.70
Removal of Inlets	34.35	5	each	6.87	5.00	25.00
Removal of Old Pavement	321.20	1,217	sq. yd.	0.26	0.30	365.10
Salvaging Guard Fence	165.11	3,000	lin. ft.	0.055	0.10	300.00
Concrete Curb & Gutter	949.69	1,200	" "	0.79	1.10	1,320.00
Portland Cement Conc. Base	4,867.04	3,403.7	sq. yd.	1.43	1.75	5,956.48
*5" Rock Base	12,305.16	7,600	cu. yd.	*1.60	1.91	14,516.00
*1¼" Crushed Rock Top	186.06	105	" "	*1.75	2.20	231.00
	$ 28,750.22					$ 32,492.31

Gross Revenue	$32,492.31
Total Cost	28,750.22
Net Profit	$3,742.09

Net Profit Equals 11.5% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost
Contract 1971 Prefix 34-1109

Labor:

Supervision	$ 490.00	
Labor	5,051.66	
State Industrial Accident Insurance	304.79	
State Unemployment & Old Age Benefit	99.74	
		$5,946.19

Materials:

Cement	919¼	Bbls.	at $2.01	1,848.00	
Min. Aggregate for Pavement	378	cu. yd.	at 1.30	491.40	
" " " "	330	" "	at 1.40	462.00	
Min. Agg. in Curb & Gutter	38	cu. yd.	at 1.40	53.20	
*3" Rock in Base & Shoulders	7600	cu. yd.	at 1.60	12,160.00	
*1¼" " " " "	105	" "	at 1.75	183.75	
8" Drain Pipe	597	lin. ft.	at 0.33 1/3	198.81	
12" Concrete Pipe	1115	" "	at 0.68	805.81	
18" " "	441	" "	at 1.57	694.58	
24" " "	45	" "	at 2.02	95.18	
					16,992.73

* Sub-Contractor's price

Equipment Rental & Miscellaneous Supplies:

Equipment Rental	1,676.20	
Truck Hire	1,413.43	
Gas, Oil & Grease	725.25	
Small Tools & Misc.	533.78	
Home Office & Liability Insurance 3% of Gross Revenue	867.27	
Form Lumber	266.95	
Bond	328.51	
		5,811.30
Total Cost		$ 28,750.22

Contr[illegible]71 Prefix 34-1[illegible]3

REMARKS:

This contract was awarded on April 20th, 1937, and the contractors commenced work on May 3rd, 1937. The provisions for this contract required the widening of 4.98 miles of roadbed, and the widening and resurfacing of 4.72 miles of existing bituminous pavement, 1,700 sq. yd. of Portland Cement concrete base and 44,500 sq. yd. of rock shoulders. Some light clearing and other incidental work was included. On June 15th, the work was 30% completed.

The clearing was soon completed and excavation for the concrete base in Hillsboro and Cornelius was carried on at the same time. A 1-yd. Lima shovel equipped with a Skimmer bucket was used in excavation, and fine grading was done with a motor patrol and gas roller. The laying of the 6" concrete base followed immediately and a 2-sack mixer and wheel barrows were used working one 8-hr. shift. The mineral aggregate for the concrete was trucked from Portland. The concrete work was completed in two weeks time.

The shovel was moved to the borrow pits and continued excavation, but considerable time was lost during grading operations due to unfavorable weather and the slowness of the water company in changing their mains and lines out of the way of the new construction. Several days were lost from shutdowns due to heavy rains and delays due to the water company. The lost time and the long and frequent moves of the shovel due to the small amount of yardage handled in the various borrow pits and small cuts increased the cost of excavation.

The rock for this job was sub-contracted to Saxton & Looney. The 3" base rock was secured from a pit located on Gales Creek about 5½ miles from the ptoject. The 1¼" crushed gravel will be furnished from the Saxton-Looney crusher on Gales Creek about 5 miles from the west end of the project. A larger amount of rock will be used than estimated due to the softening of the newly graded shoulders by the heavy rains and the heavy traffic which the shoulders carry while being used as a detour. The contractors will make a good profit on the rock as it was bid rather high, and they have sub-contracted the rock at a gross profit of $0.31 per yard on the 3" and $0.45 per yard on the 1¼" material. The sub-contract includes placing of the material.

All culverts are now in place, and all the minor items of the contract have been completed, with the exception of the cable guard fence which has been sub-contracted to the Collins Concrete & Steel Pipe Co.

A 3000 lb. Batch Portable Asphalt Mixing Plant has been erected adjacent to the railroad in Cornelius and mineral aggregate has been shipped from Portland and stockpiled. Plant production will probably average about 700 tons per day working two 7-hr. shifts.

At this time the job shows a fair profit which was obtained principally from the concrete itsms and profit on the rock sub-contract. Should the asphalt plant prove satisfactory and paving work progress favorably, the job will be finished well within the time limit and a good profit will be realized.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JUL 29 1937
FOR FILING
183-7

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of revised estimate as basis for project agreement for the Forest Grove-Hillsboro Section, Federal Aid Project No. 183-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.——————

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 37
[illegible]

July 3, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith six copies of agreement estimate covering Oregon Federal Aid Project 183-F, the Forest Grove-Hillsboro Section.

This estimate has been segregated to cover the portion within Hillsboro, but the same stationing of 2+50 is used as the city limits. As stated in our letter of May 28th, we believe this stationing should be 2+36.3, and further investigation corroborates that belief. Will you please either advise definitely that the correct stationing is 2+50 or correct the enclosed project agreement estimates.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

July 3, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are returning herewith six copies of agreement estimate covering Oregon Federal Aid Project 183-F, the Forest Grove-Hillsboro Section.

This estimate has been segregated to cover the portion within Hillsboro, but the same stationing of 2+50 is used as the city limits. As stated in our letter of May 28th, we believe this stationing should be 2+36.3, and further investigation corroborates that belief. Will you please either advise definitely that the correct stationing is 2+50 or correct the enclosed project agreement estimates.

Very truly yours,

W. E. LYNCH
District Engineer

Encl.

Oregon State Highway Department   Federal Aid Project No. 183-F

FOREST GROVE-HILLSBORO SECTION OF THE

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 21, 1937

Phil. Co.

WORK WITHIN CITIES OF FOREST GROVE AND CORNELIUS

36' Asphaltic Concrete Pavement (Sta. 488+50 to 500+50)

All Required		Clearing and Grubbing		$ 45.00
10	cu. yds.	Trench Excavation	$ 0.90	9.00
300	cu. yds.	Excavation, Single Classif.	0.40	120.00
300	yd. mi.	Truck Haul	0.15	45.00
0.22	mile	Finishing Roadbed and Slopes	250.00	55.00
25	lin. ft.	8" Drain Pipe	0.60	15.00
20	lin. ft.	Pavement Cutting	0.60	12.00
1	only	Concrete Catch Inlets	23.00	23.00
150	sq. yds.	Removal of Old Pavement	0.30	45.00
2,100	sq. yds.	Portland Cement Concrete Base	1.75	3,675.00
650	lin. ft.	½" Expansion Joints	0.10	65.00
650	only	Dowels	0.18	117.00
330	cu. yds.	3" Rock in Base and Shoulders	1.91	630.30
20	cu. yds.	1½" Rock in Base	2.20	44.00
140	cu. yds.	¾" Rock in Shoulders	2.20	308.00
15	cu. yds.	¾" Rock in Footpaths	2.20	33.00
20	cu. yds.	Filler	0.35	7.00
40	yd. mi.	Hauling Filler	0.15	6.00
5	M-Gal.	Sprinkling	1.50	7.50
290	tons	Class "A" Asphaltic Concrete	4.50	1,305.00
310	tons	Class "B" Asphaltic Concrete	4.50	1,395.00
260	tons	Cutback Asphalt Wearing Surface	4.50	1,170.00
			Subtotal	$ 9,131
			10% Engr. & Cont.	913
			Total	$ 10,044
		Length	0.227 mile	
		Cost per mile	$ 46,008	

22' Asphaltic Concrete Pavement (Sta. 500+50 to 500+65.9 = 0+65.6 to 2+50) (Sta. 130+65 to 151+54) (Sta. 164+64 to 190+40)

All Required		Clearing and Grubbing		$ 189.00
120	cu. yds.	Trench Excavation	$ 0.90	108.00

1,400	cu. yds.	Excavation, Single Classification	$ 0.40	$ 560.00
1,400	yd. mi.	Truck Haul	0.15	210.00
0.94	mile	Finishing Roadbed and Slopes	250.00	235.00
480	lin. ft.	12" Concrete Pipe	1.10	528.00
110	lin. ft.	18" Concrete Pipe	2.50	275.00
36	lin. ft.	24" Concrete Pipe	3.00	108.00
90	lin. ft.	Salvaging Culvert Pipe	0.50	45.00
40	lin. ft.	Pavement Cutting	0.60	24.00
1,020	cu. yds.	3" Rock in Base and Shoulders	1.91	1,948.20
160	cu. yds.	1½" Rock in Base	2.20	352.00
770	cu. yds.	¾" Rock in Shoulders	2.20	1,694.00
60	cu. yds.	¾" Rock in Footpaths	2.20	132.00
200	cu. yds.	Filler	0.35	70.00
400	yd. mi.	Hauling Filler	0.15	60.00
25	M-Gal.	Sprinkling	2.30	57.50
1,720	tons	Class "A" Asphaltic Concrete	4.50	7,740.00
460	tons	Class "B" Asphaltic Concrete	4.50	2,070.00
580	tons	Outback Asphalt Wearing Surface	4.50	2,610.00
		Subtotal		$ 18,995
		10% Engr. & Cont.		1,899
		Total		$ 20,894
		Length	0.940 mile	
		Cost per mile	$ 22,227	

Connecting

46' Asphaltic Concrete Pavement (Sta. 151+54 to 164+64)

All Required		Clearing and Grubbing		$ 50.00
20	cu. yds.	Trench Excavation	$ 0.90	18.00
580	cu. yds.	Excavation, Single Classification	0.40	232.00
0.25	mile	Finishing Roadbed and Slopes	250.00	62.50
65	lin. ft.	8" Drain Pipe	0.60	39.00
5	only	Removal of Inlets	5.00	25.00
5	only	Concrete Catch Inlets	23.00	115.00
1,250	lin. ft.	Concrete Curb and Gutter	1.10	1,375.00
1,700	sq. yds.	Portland Cement Concrete Base	1.75	2,975.00
600	lin. ft.	½" Expansion Joints	0.10	60.00
450	only	Dowels	0.18	81.00
40	cu. yds.	3" Rock in Base and Shoulders	1.91	76.40
20	cu. yds.	1½" Rock in Base	2.20	44.00
50	cu. yds.	¾" Rock in Shoulders	2.20	110.00
10	cu. yds.	Filler	0.35	3.50
20	yd. mi.	Hauling Filler	0.15	3.00
380	tons	Class "B" Asphaltic Concrete	4.50	1,710.00
330	tons	Outback Asphalt Wearing Surface	4.50	1,485.00
		Subtotal		$ 8,464
		10% Engr. & Cont.		846
		Total		$ 9,310

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Ⓑ

Length	0.248 mile
Cost per mile	$ 37,540

WORK OUTSIDE CITIES

2" Asphaltic Concrete Pavement (Sta. 2+50 to 31+96.7)
(Sta. 47+57.2 to 130+65) (Sta. 191+40 to 254+60)

Quantity	Unit	Item	Unit Price	Amount
All Required		Clearing and Grubbing		$ 668.00
200	cu. yds.	Trench Excavation	$ 0.90	180.00
6,920	cu. yds.	Excavation, Single Classification	0.40	2,768.00
500	yd. sta.	Overhaul	0.03	15.00
2,200	yd. mi.	Truck Haul	0.15	330.00
3.33	miles	Finishing Roadbed and Slopes	250.00	832.50
420	lin. ft.	12" Concrete Pipe	1.10	462.00
170	lin. ft.	18" Concrete Pipe	2.50	425.00
6	lin. ft.	24" Concrete Pipe	3.00	18.00
210	lin. ft.	Salvaging Culvert Pipe	0.50	105.00
50	lin. ft.	Pavement Cutting	0.60	30.00
1,400	sq. yds.	Removal of Old Pavement	0.30	420.00
480	lin. ft.	Salvaging Guard Fence	0.10	48.00
460	lin. ft.	Cable Guard Fence	1.00	460.00
3,740	cu. yds.	3" Rock in Base and Shoulders	1.91	7,143.40
560	cu. yds.	1½" Rock in Base	2.20	1,232.00
2,930	cu. yds.	¾" Rock in Shoulders	2.20	6,446.00
160	cu. yds.	¾" Rock in Footpaths	2.20	352.00
720	cu. yds.	Filler	0.35	252.00
1,440	yds. mi.	Hauling Filler	0.15	216.00
110	M-Gal.	Sprinkling	1.50	165.00
6,120	tons	Class "A" Asphaltic Concrete	4.50	27,540.00
1,690	tons	Class "B" Asphaltic Concrete	4.50	7,605.00
2,070	tons	Cutback Asphalt Wearing Surface	4.50	9,315.00
			Subtotal	$ 67,027
			10% Engr. & Cont.	6,702
			Total	$ 73,729

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Length	3.328 miles
Cost per mile	$ 22,154

Shoulder Widening, Dairy Creek Fill
(Sta. 31+96.7 to 36+58.5) (Sta. 39+58.5 to 47+57.2)

Quantity	Unit	Item	Unit Price	Amount
All Required		Clearing and Grubbing		$ 48.00
400	yd. mi.	Truck Haul	$ 0.15	60.00
0.24	mile	Finishing Roadbed and Slopes	250.00	60.00

2,570	lin. ft.	Salvaging Guard Fence	$ 0.10	$ 257.00
2,540	lin. ft.	Cable Guard Fence	1.00	2,540.00
270	cu. yds.	3" Rock in Base and Shoulders	1.91	515.70
150	cu. yds.	1" Rock in Shoulders	2.20	330.00
15	cu. yds.	1" Rock in Footpaths	2.20	33.00
30	cu. yds.	Filler	0.35	10.50
60	yd. mi.	Hauling Filler	0.15	9.00
5	M-Gal.	Sprinkling	1.50	7.50

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Subtotal	$ 3,870
10% Engr. & Cont.	387
Total	$ 4,257

Length of Roadway	0.239 mile
" " 1 Bridge	0.057 "
Total Length	0.296 "
Cost per mile, Roadway	$ 17,811

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
Work Within Cities			
36' Roadway	$ 10,044	$ 6,127	$ 3,917
20' Roadway	20,894	12,747	8,147
46' Roadway	9,310	5,680	3,630
Work Outside Cities			
20' Roadway	73,729	44,979	28,750
Shoulder Widening	4,257	2,597	1,660
	$ 118,234	$ 72,130	$ 46,104

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FORM 5-A-1 5M 2-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

RECEIVED
7 - 1937
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1937
FOR FILING
183-7

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
June 5, 1937

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith a copy of approved sub-contract under the terms of which the Collins Concrete and Steel Pipe Company are to construct the cable guard fence for Warren Northwest Inc. on their Contract No. 1971 for the Forest Grove-Hillsboro Section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MP
ENCL.
CC R. H. Baldock ✓
Warren Northwest Inc.
Collins Concrete & Steel Pipe Co.
L. D. Mars

RECEIVED
JUN 3 1937
FOR FILING
183-7

June 2nd, 1937

Mr. W. Ray Cox
Rt. 1, Box 104
Forest Grove, Oregon

Dear Sir:

I have given careful consideration to your letter of recent date and to the report of E. A. Collier, Division Engineer, concerning drainage conditions on your property and that of your neighbors as influenced by the reconstruction along the Forest Grove-Hillsboro Section of the Tualatin Highway.

I concur in Mr. Collier's report that no drainage has been diverted from its natural water course; and therefore, we are not responsible for any increase in water which may have occurred at times due to tiling of the farm lands above the highway. It seems to me that Mr. Collier's study of the railroad culverts in that vicinity indicates that there is no possibility of you handling the water by means of tiles during seasons of heavy run.

I do not feel that we are under any obligation to enlarge the tile on your property and must decline to obligate the Highway Department in any way.

Very truly yours,

State Highway Engineer

R

RECEIVED
AUG 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 183-7

May 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to your letter of May 24, 1937, submitting proposed project agreement estimate for Oregon Federal Aid Project No. 183-F, Forest Grove-Hillsboro section of the Tualatin Highway, we must request submission of six copies of a revised estimate.

The portion in Hillsboro should be segregated from that in Cornelius. Your letter of May 11, 1937, and the estimate show the Hillsboro boundary as Station 2+50. We now find in our files an indication that the correct stationing is 2+36.3. This was used before receiving your letter. Is this correct? If so, will you please alter the revised estimate accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Revised estimate
Sent [illegible]

FORM 5-A-1 5M 2-37
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING

Portland, Oregon
May 26, 1937

Mr. J. E. Reeves
Hillsboro, Oregon

NOTED
State Highway Engineer

Dear Sir:

Your letter of May 16th to Mr. Baldock has been referred to me. I find that at the northeast corner of your property there is a wooden culvert across the old side ditch and we will place 21 feet of 12-inch culvert pipe at this place to make an approach for you and anyone else who may use this driveway. The Commission's policy with respect to approach culverts on new construction and reconstruction is to provide entrances where entrances now exist and to require, when new approaches are built, that adequate sized culvert pipe shall be used, so that they will handle the water. I believe this policy is being followed on the Hillsboro-Forest Grove unit and trust that placing the culvert and driveway mentioned will be satisfactory.

I think you will notice that on the north side of the road we have not placed culvert pipe except where they had an entrance or driveway.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

RECEIVED
MAY 25 1937
FOR FILING
183-F

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Forest Grove-Hillsboro Section, F. A. Project No. 183-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

RECEIVED
MAY 2 1937

Oregon State Highway Department — Federal Aid Project No. 183-B

FOREST GROVE-HILLSBORO SECTION OF THE
TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1937

WORK WITHIN CITIES OF FOREST GROVE AND CORNELIUS

36' Asphaltic Concrete Pavement (Sta. 488+50 to 500+50)

All Required		Clearing and Grubbing		$ 45.00
10	cu. yds.	Trench Excavation	$ 0.90	9.00
300	cu. yds.	Excavation, Single Classif.	0.40	120.00
300	yds. mi.	Truck Haul	0.15	45.00
0.22	mile	Finishing Roadbed and Slopes	250.00	55.00
25	lin. ft.	8" Drain Pipe	0.60	15.00
20	lin. ft.	Pavement Cutting	0.60	12.00
1	only	Concrete Catch Inlets	23.00	23.00
150	sq. yds.	Removal of Old Pavement	0.30	45.00
2,100	sq. yds.	Portland Cement Concrete Base	1.75	3,675.00
650	lin. ft.	1" Expansion Joints	0.10	65.00
650	only	Dowels	0.18	117.00
330	cu. yds.	3" Rock in Base and Shoulders	1.91	630.30
20	cu. yds.	1½" Rock in Base	2.20	44.00
140	cu. yds.	2" Rock in Shoulders	2.20	308.00
15	cu. yds.	1" Rock in Footpaths	2.20	33.00
20	cu. yds.	Filler	0.35	7.00
40	yds. mi.	Hauling Filler	0.15	6.00
5	M-Gal.	Sprinkling	1.50	7.50
290	tons	Class "A" Asphaltic Concrete	4.50	1,305.00
310	tons	Class "B" Asphaltic Concrete	4.50	1,395.00
260	tons	Cutback Asphalt Wearing Surface	4.50	1,170.00
		Subtotal		$ 9,132
		10% Engr. & Conts.		913
		Total		$ 10,044
		Length	0.227 mile	
		Cost per mile	$ 46,008	

20' Asphaltic Concrete Pavement (Sta. 500+50 to 500+65.9 = 0+68.6 to 2+50) (Sta. 130+65 to 151+54) (Sta. 164+64 to 191+40)

All Required		Clearing and Grubbing		$ 189.00
120	cu. yds.	Trench Excavation	$ 0.90	108.00

1,400	cu. yds.	Excavation, Single Classification	$ 0.40	$ 560.00
1,400	yd. mi.	Truck Haul	0.15	210.00
0.94	mile	Finishing Roadbed and Slopes	250.00	235.00
480	lin. ft.	12" Concrete Pipe	1.10	528.00
110	lin. ft.	18" Concrete Pipe	2.50	275.00
36	lin. ft.	24" Concrete Pipe	3.00	108.00
90	lin. ft.	Salvaging Culvert Pipe	0.50	45.00
40	lin. ft.	Pavement Cutting	0.60	24.00
1,020	cu. yds.	3" Rock in Base and Shoulders	1.91	1,948.20
160	cu. yds.	1½" Rock in Base	2.20	352.00
770	cu. yds.	¾" Rock in Shoulders	2.20	1,694.00
60	cu. yds.	⅜" Rock in Footpaths	2.20	132.00
200	cu. yds.	Filler	0.35	70.00
400	yd. mi.	Hauling Filler	0.15	60.00
25	M-Gal.	Sprinkling	1.50	37.50
1,720	tons	Class "A" Asphaltic Concrete	4.50	7,740.00
460	tons	Class "B" Asphaltic Concrete	4.50	2,070.00
580	tons	Cutback Asphalt Wearing Surface	4.50	2,610.00
		Subtotal		$ 18,995
		10% Engr. & Cont.		1,899
		Total		$ 20,894
		Length	0.940 mile	
		Cost per mile	$ 22,227	

46' Asphaltic Concrete Pavement (Sta. 151+54 to 164+64)

All Required		Clearing and Grubbing		$ 50.00
20	cu. yds.	Trench Excavation	$ 0.90	18.00
580	cu. yds.	Excavation, Single Classification	0.40	232.00
0.25	mile	Finishing Roadbed and Slopes	250.00	62.50
65	lin. ft.	8" Drain Pipe	0.60	39.00
5	only	Removal of Inlets	5.00	25.00
5	only	Concrete Catch Inlets	23.00	115.00
1,250	lin. ft.	Concrete Curb and Gutter	1.10	1,375.00
1,700	sq. yds.	Portland Cement Concrete Base	1.75	2,975.00
600	lin. ft.	½" Expansion Joints	0.10	60.00
450	only	Dowels	0.18	81.00
40	cu. yds.	3" Rock in Base and Shoulders	1.91	76.40
20	cu. yds.	1½" Rock in Base	2.20	44.00
50	cu. yds.	¾" Rock in Shoulders	2.20	110.00
10	cu. yds.	Filler	0.35	3.50
20	yd. mi.	Hauling Filler	0.15	3.00
380	tons	Class "B" Asphaltic Concrete	4.50	1,710.00
330	tons	Cutback Asphalt Wearing Surface	4.50	1,485.00
		Subtotal		$ 8,464
		10% Engr. & Cont.		846
		Total		$ 9,310

Length	0.248 mile
Cost per mile	$ 37,540

WORK OUTSIDE CITIES

20' Asphaltic Concrete Pavement (Sta. 2+50 to 31+96.7) (Sta. 47+57.2 to 130+65) (Sta. 191+40 to 254+60)

All Required		Clearing and Grubbing		$ 660.00
200	cu. yds.	Trench Excavation	$ 0.90	180.00
6,920	cu. yds.	Excavation, Single Classification	0.40	2,768.00
500	yd. sta.	Overhaul	0.03	15.00
2,200	yd. mi.	Truck Haul	0.15	330.00
3.33	miles	Finishing Roadbed and Slopes	250.00	832.50
420	lin. ft.	12" Concrete Pipe	1.10	462.00
170	lin. ft.	18" Concrete Pipe	2.50	425.00
6	lin. ft.	24" Concrete Pipe	3.00	18.00
210	lin. ft.	Salvaging Culvert Pipe	0.50	105.00
50	lin. ft.	Pavement Cutting	0.60	30.00
1,400	sq. yds.	Removal of Old Pavement	0.30	420.00
480	lin. ft.	Salvaging Guard Fence	0.10	48.00
460	lin. ft.	Cable Guard Fence	1.00	460.00
3,740	cu. yds.	3" Rock in Base and Shoulders	1.91	7,143.40
560	cu. yds.	1½" Rock in Base	2.20	1,232.00
2,930	cu. yds.	¾" Rock in Shoulders	2.20	6,446.00
160	cu. yds.	¾" Rock in Footpaths	2.20	352.00
720	cu. yds.	Filler	0.35	252.00
1,440	yd. mi.	Hauling Filler	0.15	216.00
110	M-Gal.	Sprinkling	1.50	165.00
6,120	tons	Class "A" Asphaltic Concrete	4.50	27,540.00
1,690	tons	Class "B" Asphaltic Concrete	4.50	7,605.00
2,070	tons	Cutback Asphalt Wearing Surface	4.50	9,315.00
			Subtotal	$ 67,027
			10% Engr. & Cont.	6,702
			Total	$ 73,729

Length	3.328 miles
Cost per mile	$ 22,154

Shoulder Widening, Dairy Creek Fill (Sta. 31+96.7 to 36+58.5) (Sta. 39+58.5 to 47+57.2)

All Required		Clearing and Grubbing		$ 48.00
400	yd. mi.	Truck Haul	$ 0.15	60.00
0.24	mile	Finishing Roadbed and Slopes	250.00	60.00

2,570	Lin. Ft.	Salvaging Guard Fence	$ 0.10	$ 257.00
[illegible]	Lin. Ft.	Cable Guard Fence	1.00	[illegible]
[illegible]	Cu. Yds.	3" Rock in Base and Shoulders	1.81	[illegible]
[illegible]	Cu. Yds.	[illegible] Rock in Shoulders	2.20	[illegible]
[illegible]	Cu. Yds.	[illegible] Rock in Footpaths	2.20	[illegible]
[illegible]	Cu. Yds.	Filler	[illegible]	[illegible]
[illegible]	[illegible]	Hauling Filler	[illegible]	[illegible]
3	[illegible]	Sprinkling	1.50	[illegible]

Subtotal	$ 3,[illegible]
10% Engr. & Cont.	[illegible]
Total	$ 4,237

Length of Roadway	0.2[illegible] mile
" " & Bridge	0.0[illegible] "
Total Length	0.[illegible] "
Cost per mile, Roadway	$ 17,511

SUMMARY OF STATE ASSISTANCE

Item	Total Cost	Regular Federal Aid	State Funds
Sect. Within Cities			
30' Roadway	$ 10,044	$ 6,127	$ 3,917
24' Roadway	21,[illegible]	12,[illegible]	8,147
40' Roadway	9,[illegible]	5,[illegible]	3,630
Sect. Outside Cities			
20' Roadway	73,[illegible]	44,[illegible]	29,[illegible]
Shoulder Widening	4,[illegible]	2,[illegible]	1,[illegible]
	$ [illegible]	$ 70,130	$ 46,104

State Funds for Construction: Chap. 175, Laws 1917; Chap. 33, Laws 1920; Chap. [illegible], Laws 1931

State Funds for Maintenance: Chap. 41, Laws 1927; Chap. [illegible], Laws 1931

RECEIVED
MAY 22 1937
FOR FILING

183-7

May 21, 1937

WARREN NORTHWEST, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of each of the following contracts which were awarded to you on April 20 and April 27, respectively:

Contract No. 1971, for grading and paving the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, in Washington County;

Contract No. 1972. for surfacing and oiling the Burns-Buchanan Section of the Central Oregon Highway, in Harney County.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

FORM S-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. W. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 24 1937
FOR FILING
183-7

May 21st, 1937

Mr. D. A. Collier,
Division Engineer,
State Highway Dept.,
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Attached please find letter from J. E. Reeves of Hillsboro instancing unjust discrimination in placing a tile on the north side of the highway; whereas, you require him to buy his own.

This may be the property which we looked at on our recent inspection, but if not, it would seem that we are arousing considerable dissension between the north side and the south side.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock √

NOTED

CROSS REFERENCE SHEET

FORM S-A-1 5M 3-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

May 17, 1937.

In Reply Please Refer to File No.

RECEIVED MAY 19 1937 FOR FILING

183-7

NOTED
State Highway Engineer

Mr. F. A. Collier,
Division Engineer,
7729 S. E. 13th,
Portland, Ore.

Dear Sir:

Attached is a copy of letter from W. Ray Cox, Route 1, Box 104, Forest Grove, in which he says that the work we are doing on the Forest Grove-Hillsboro Project will cause additional drainage which would be detrimental to his and the adjacent property.

We cannot see that the work we are doing will in any way change or increase the drainage at this locality. However, will you please contact Mr. Cox and go over the situation with im and give us a detailed report.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. H. Low
E.

CC to
R.H.Baldock ✓

Library Bureau
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CROSS REFERENCE SHEET

183-7

Name or Subject

File No.

Date May 11, 1937

Regarding Probert to Lynch:

Reference is made to the inquiry contained in your letter of May 7, 1937, concerning the portions of Projects Nos. 56-C, 92-B and 183-F situated within cities.

The information requested is as follows:

	City	Portion Within City
Project No. 56-C	Halsey	Sta. 888/00 to 906/55
" " 92-B	Dayville	" 188/57 to 210/37
" " 183-F	Hillsboro	" 488/50 to 500/65.9-0/68.8 to 2/50

Dict. by J. W. Nash/GS

SEE

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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CROSS REFERENCE SHEET

Name or Subject **File No.**

Regarding F. E. Andrews to Baldock: **Date** May 7, 1937

We are unable to determine from plans now in this office exactly what part of Oregon F.A.P. 56-C, Shedd-Halsey section of the Pacific Highway, is within the city limits of Halsey, and what part of F.A.P. 92-B, Valade Ranch-Stewart Bridge section of the John Day Highway is in Dayville, and the city limit station in Hillsboro on F.A.P. 185-F

Will you please give us this information, which is now required as covered by Memorandum to District Engineers dated March 31, 1937, a copy of which was forwarded you April 10, 1937.

SEE

Name or Subject **File No.**

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM 8-8-1 1M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
~~[illegible], OREGON~~

RECEIVED
MAY 5 1937
FOR FILING
183-2

Portland, Oregon
May 3, 1937

RECEIVED
MAY 5 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

After you phoned Friday concerning pavement widening plans in the west part of Hillsboro I advised Resident Engineer Mars that our contractor could place the concrete base slab ahead of the curb to be placed by the City, but that the black top surface should not be placed until after the City curbs are in.

Mr. Mars says this arrangement will be satisfactory to the City and the contractor.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
L. D. Mars

NOTED

FORM 8-A-1 5M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon
April 30, 1937

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAY 3 1937
FOR FILING
183.2

RECEIVED
1 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oreg n

NOTED

Attention: H. G. Smith State Highway Engineer

Dear Sir:

This is to confirm my conversation with you and Mr. Baldock on April 28th, concerning pavement in the west part of Hillsboro on the Tualatin Valley Highway.

Mr. Mars discussed with the Council our plan to place 36 ft. pavement with rock shoulders. The Council requests that we leave out the rock shoulders and they will then place curbs 36 feet apart at the outside edges of our pavement. You agreed that this was satisfactory and I have phoned Mr. Mars to go ahead on that basis and put in 36 ft. pavement without rock shoulders.

This is inside the City Limits, where the Council would have control and adjoining property owners requested curbs rather than rock shoulders in order to protect parking strips in which they have planted hawthorne trees etc. The Council plans to prohibit parking on either side of the pavement, at least for the length of the pavement in front of the cannery.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
L. D. Mars

RECEIVED
APR 26 1937
FOR FILING
183-7

April 23, 1937

Warren Northwest, Inc.
P. O. Box 3072
Portland, Oregon

Attention: Mr. Shoemaker

Gentlemen:

We are sending to you herewith copies of the special provisions and revised schedule of contract quantities and contract prices for the Forest Grove-Hillsboro Project, and, under separate cover, we are sending a set of the revised plans for that work.

The special provisions are the same as were included in the proposal form in which you submitted your bid, except that a supplemental clause has been added to cover the change which has been made in the width of the pavement to be constructed within the City of Hillsboro.

If the special provisions and plans, as revised, are not acceptable to you in all respects, please let us know at once.

Contract forms will be forwarded to you for execution within the next day or two.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
APR 26 1937
FOR FILING
183-7

April 23, 1937

Mr. E. A. Collier
Highway Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

We are today sending to you, under separate cover, a copy of the plans for the Forest Grove-Hillsboro Project, as revised, to provide for the 36-foot width pavement to be constructed within the City of Hillsboro. We are enclosing herewith a copy of the supplemental agreement which will be included in the contract to cover this change in plans.

Copies of the revised plans and of the supplemental agreement are being sent to Mr. Mars, also.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

cc L. D. Mars
Hillsboro, Oregon

Encl.

27

RECEIVED
APR 23 1937
FOR FILING
183-7

April 23, 1937

Mr. George Rice
243 East Grant Street
Hillsboro, Oregon

Dear Sir:

Replying to your inquiry of April 21 as to the name of the contractor who secured the contract for the construction of the Hillsboro-Forest Grove Section, wish to say that this job was awarded by the State Highway Commission to Warren Northwest, Incorporated, on April 20. The address of this company is Post Office Box 5072, Portland.

I presume that the contractors will be starting on this work at once. You will have to secure the information regarding the number of men that they will hire from them direct.

Very truly yours,

Secretary

RBG:MBL

RECEIVED
APR 23 1937
OREGON
STATE HIGHWAY COMMISSION

April 21-37

Dear Sir:

Could you please tell me what Company has Contracted the work for fixing the highway between Hillsboro and Forest Grove this summer.

Do you know how soon they will start and how many men they will hire.

Thank you

Sincerely
George Price
243 E. Grant St
Hillsboro Ore

REFERRED TO
BY SECRETARY

ANSWERED
H. B. G.

6-f

RECEIVED
AUG 3 1937
FOR FILING

183-7

April 21, 1937

WARREN NORTHWEST, Inc.
Craig and Warren Roads
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission awarded to you yesterday, April 20, the contract for grading and paving the Forest Grove-Hillsboro Section of the Tualatin Valley Highway, in Washington County, based on your low bid of $102,941.00 submitted on March 26, 1937.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]

M

		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
APRIL 21 1937

WARREN NORTHWEST INCORPORATED
CRAIG AND WARREN ROADS
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY APRIL TWENTIETH CONTRACT COVERING GRADING AND PAVING OF FOREST GROVE HILLSBORO SECTION BASED ON YOUR LOW BID SUBMITTED MARCH TWENTY SIXTH STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISTER
SECRETARY

file

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MH.

April 21, 1957

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission awarded to you yesterday, April 20, the contract for the construction of the Bellevue-Pringle Corner Section of the McMinnville-Tillamook Highway, in Yamhill County, based on your low bid of $105,927.50, which you submitted on March 25; also the contract covering Willamina Rock Production Project on the Salmon River, McMinnville-Tillamook and Dallas-Coast Highways, in Polk and Yamhill Counties, based on your low bid of $21,900.00, submitted on March 26, 1957.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]

ESIRED			
		CABLE	
GRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
APRIL 21 1937

MR. HAROLD BLAKE
400 NORTH THOMPSON ST.
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY APRIL TWENTIETH CONTRACT COVERING BELLEVUE PRINGLE CORNER SECTION GRADING AND PAVING STOP ALSO CONTRACT COVERING WILLAMINA ROCK PRODUCTION PROJECT BASED ON LOW BIDS SUBMITTED MARCH TWENTY FIVE AND MARCH TWENTY SIX RESPECTIVELY STOP CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER
SECRETARY

file

District Engineer

REFERRED TO
Mr. Probert
State Highway Engineer

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 183-7

RECEIVED
APR 20 1937
OREGON
STATE HIGHWAY COMMISSION

April 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 17th relative to Oregon Federal Aid Project No. 183-F, the Forest Grove-Hillsboro section of the Tualatin Valley Highway.

The increase in width from 22 ft. to 36 ft. through Hillsboro is being recommended for approval and this letter will also constitute our concurrence in award of contract, as of April 20, 1937, to Warren Northwest Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Mr. Probert
State Highway Engineer

RECEIVED
APR 30 1937
FOR FILING
183-7

April 17, 1937

Mr. W. H. Lynch
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Owing to the fact that bids for the Forest Grove-Hillsboro Project have underrun our estimate considerable, we find that we have funds with which to construct a 36-foot pavement on the portion of the project which is within the City of Hillsboro, and as we had held the width of pavement on that portion of the project to 22 feet, only because our estimates had indicated lack of sufficient funds, we consider it advisable to revise the plans to provide for the 36-foot width. Accordingly, we are submitting today, revised plan sheets and summary sheets, and are asking your approval of the revision prior to the awarding of the contract.

The revision will increase the cost of the project approximately $4000.

The low bidder has indicated a willingness to accept the project as revised and has authorised us to include in the contract such supplemental provisions as are necessary to fully cover the change. Copies of these supplemental provisions are being submitted herewith.

If the revised plans meet with your approval, we ask your concurrance in the award of the contract as of Tuesday April 20th. The award will be made, of course, to the low bidder, The Warren Northwest, Inc., of Portland, Oregon.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GM

CITY OF HILLSBORO
HILLSBORO, OREGON

OFFICE OF CITY MANAGER

March 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Attention: Mr. Oscar Cutler, Asst. Office Engineer

Enclosed you will find five copies of the resolution relative to encroachments and three copies of a grade resolution, which have been passed and approved by this City relative to the proposed improvement of the Tualatin Valley highway through this City on West Baseline Street.

While the council have approved the resolution and plans as submitted and appreciate the value of the improvement proposed they are of the opinion that the improvement should have been planned 36 feet wide with curbs conforming to the improvement heretofore constructed by your Commission on East Baseline Street, immediately adjoining. While the Council took no official action at this late date and have approved the plans as submitted it is desired that the street be widened to conform to former work if it is possible to do so at the time it is under construction.

There is also a matter of drainage inlets on the plans, which may need adjustment. I note a proposed drop inlet at the S. E. corner of the intersection of S. Dennis Avenue with Baseline Street is connected to the sanitary sewer. This cannot be permitted. The drainage inlet in front of the small store and just west of the cannery spur and connected to a 12 inch storm sewer drain constructed by the cannery on the north side of Baseline should be installed.

We thank you for past favors and hope that our unofficial request, as herein expressed, for the change in this improvement, will be given consideration.

Very truly yours,

George McGay
City Manager

GM:S
Enc.

April 6, 1937

Mr. George McGee
City Manager
Hillsboro, Oregon

Dear Sir:

Reference is made to your letter of March 23rd, in which letter you suggest certain changes in plans for the portion of the Forest Grove-Hillsboro project which is within the City of Hillsboro.

The suggested change in the drop inlet at the intersection with S. Dennis Avenue, and the suggested installation of an additional drop inlet at the west side of the cannery spur, will both be taken care of as minor changes during construction.

The matter of widening of the pavement to a width of 36 feet is being taken up with the Bureau of Public Roads, and, if the approval of the Bureau can be obtained, we will arrange to have that additional work included in the contract. This widening work was not provided for in the original plans as our preliminary estimates indicated that the funds available for the Forest Grove-Hillsboro Project were insufficient to cover it. However, a very favorable bid makes it possible to undertake the additional work and we are very glad to be able to do so.

Very truly yours,

State Highway Engineer

FORM 5-K-1 2M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 19 1937
FOR FILING
183-9

April 17, 1937

Mr. Loyal Graham,
Attorney at Law,
Forest Grove, Oregon.

Dear Mr. Graham:

Since our conference the other day about the agreement between the State and Washington County relative to the maintenance of the county road, it occurred to me that I should make plain that in suggesting that the road be made a secondary highway I was not speaking for the Commission or even indicating that the Commission will favorably consider an application made by the County Court that such road be designated as a secondary highway. My suggestion was made as the only course which I can think of which could not be successfully challenged as illegal or beyond the authority of the Commission.

Therefore, it seems to me that you should not abandon altogether the theory of a detour road to take care of state highway traffic, and should be able to support either plan.

I am writing this letter at this time, for I do not want you, or those who were with you, to assume that the plan of designating the road as a secondary highway is a plan which is being considered by the Highway Commission.

Yours very truly,

J. M. DEVERS

JMD:FW

cc R. H. Baldock
H. B. Glaisyer

NOTED
H. B. GLAISYER

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 19 1937
FOR FILING

NOTED
C. B. McCullough

April 16, 1937

Mr. H. B. Glaisyer,

Office.

Dear Sir:

I have your letter of the fifteenth before me, in which you state that the County Court of Washington County, and a delegation from Forest Grove, appeared before the Commission on March twenty-fifth and asked the Commission to take over the maintenance of the Gales Creek Road between Forest Grove and Balm Grove on the theory that it is being used by state highway traffic. Your letter states that the Commission agreed to do this if it has legal authority to spend State funds for such purpose.

I understand that it is not the purpose of the Commission to make this piece of road either a primary or a secondary highway and that the only ground upon which we are attempting to justify an expenditure of state highway funds is that the road is necessary as a detour road to take care of highway traffic until the regular state highway has been completed. If it is true that this road is needed as a detour road for highway traffic, then I think the Commission has lawful authority to enter into a contract with the county, in which agreement the county will permit the Highway Commission to direct highway traffic over the road, and the Highway Commission will agree to contribute an agreed amount toward the maintenance of the road, the road to remain under the jurisdiction of the County Court.

I am advised, however, that neither the Wilson River road nor the Wolf Creek Highway has been completed and made available for public use. I am also informed that there is a secondary highway serving the same territory and paralleling the road from Forest Grove to Balm Grove. If this is true, then it appears to me that we will have difficulty explaining why the existing secondary highway cannot be used instead of the State taking over an obligation to maintain a county road. If the existing secondary highway is available to the traveling public but the public voluntarily takes a county road instead, I do not believe that that fact is sufficient to warrant the Highway Commission in using state highway funds to maintain a county road.

Consideration should be given to the fact that if the Commission takes over this county road as a detour road over which to route state highway traffic and that road empties into or connects with a street in Forest Grove, then the fact that state highway traffic will be directed over a city street will impose upon the Highway Commission the obligation to maintain that street.

April 15, 1937

Mr. H. B. Glaisyer

What I am trying to say is this: that before the Highway Commission can lawfully spend money on a county road where the only use of the county road is for temporary detour purposes, we must be able to establish the fact that there is an actual need for the road as a detour. The fact that some traffic may prefer that road instead of a secondary highway that is available, in my opinion, is not enough. Neither would the fact that construction crews engaged in the construction of a state highway find occasion to use a county road furnish justification for the maintenance of the road with state highway funds other than for the period of time during which the construction activities were going on, and even under such conditions it appears to me it would be necessary for us to show that there was no primary or secondary state highway available for the purpose.

I know that we have entered into a contract with Clatsop County whereby the State agreed to maintain a county road as a detour road for state highway traffic, but in that particular instance a county road was the only road available, so there was justification for taking over a county road for maintenance purposes in order to accommodate state highway traffic.

Based upon the facts thus far submitted, I am unable to find that the Commission has lawful authority to spend State money on the county road under consideration. There may be other facts which will support the Commission in so doing, but, as yet, I am not familiar with the facts.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
H. F. Cabell
J. M. Bishop
C. B. McCullough

RECEIVED
APR 15 1937
FOR FILING

183-7

April 15, 1937

Mr. Robert George,
Reedville, Oregon.

Dear Sir:

Reference is made to your letter of April 14th concerning the contract for the construction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County on which bids were received on March 26, 1937.

You are advised that the award of this contract has not yet been made. Warren Northwest. Inc., Portland, were the low bidders.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary.

Dict. by J. McFarland.

RECEIVED
APR 15 1937
SSION

Reedville, Oreg.
April 14, 1937

State Highway Dep't.
Salem, Oreg.

Gentlemen:

Would you please tell me the name of the firm that has the contract to rebuild the road between Hillsboro and Forest Grove on highway number eight(8).

Enclosed is a stamped, self-addressed envelope.

Thank you,

Robert George

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

FORM 91 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

WEST COAST TELEPHONE COMPANY

OREGON STATE HIGHWAY COMMISSION
SALEM

FOREST GROVE, OREGON

RECEIVED
APR 13 1937
FOR FILING
183-7

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

April 13, 1937

West Coast Telephone Company
Forest Grove, Oregon

Attention: Geo. A. Bauman

Gentlemen:

We are forwarding, under separate cover, the set of construction plans for the Forest Grove-Hillsboro Section on the Tualatin Valley Highway, requested in your letter of April 10.

For your information, it is anticipated that the section within the City of Hillsboro beginning at Station 488+50, the connection with the present 36' pavement, westerly to the city limits at approximately Station 500, will be constructed with a 36' pavement instead of the 22' width as shown on the plans. The alignment will remain the same.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. N. Milner/[illegible]

cc General files

ERRED TO
BY SECRETARY

"The Friendly Company"

Milner

WEST COAST TELEPHONE COMPANY

FOREST GROVE, OREGON

RECEIVED
APR 12 1937
OREGON
STATE HIGHWAY COMMISSION

April 10, 1937

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Please send me a set of construction prints for the highway improvement job now being started on the Tualatin Highway between Hillsboro and Forest Grove. We will need them in preparing our pole line relocation project.

Very truly yours,

Geo. A. Bauman

DISTRICT MANAGER

LB

REFERRED TO
[illegible]
BY SECRETARY

Will you please send them
H.B.

"The Friendly Company"

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 13 1937
[illegible]
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 183-7

March 11, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project 183-F, the Forest Grove-Hillsboro Section of the Tualatin Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority to advertise the project for bids.

There appears to be a 5-ft. overlap of this section over previously constructed Section A. It is requested this matter be investigated and corrected if necessary when the project agreement estimate is submitted.

Explain to Davis
3-10-36

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 25 1937
FOR FILING
183-7

March 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Forest Grove-Hillsboro Section, F. A. Project No. 183-F.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 183-F

FOREST GROVE-HILLSBORO SECTION OF
THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 6, 1937

22' Roadway (Sta. 488+50 to 500+50)

All Required		Clearing and Grubbing		$ 10.00
10	cu. yds.	Trench Excavation	$ 1.00	10.00
100	cu. yds.	Excavation, Single Classif.	0.30	30.00
300	yd. mi.	Truck Haul	0.15	45.00
0.22	miles	Finishing Roadbed and Slopes	200.00	44.00
25	lin. ft.	8" Drain Pipe	0.60	15.00
20	lin. ft.	Pavement Cutting	1.00	20.00
1	only	Concrete Catch Inlets	20.00	20.00
330	cu. yds.	3" Rock in Base and Shoulders	2.25	742.50
20	cu. yds.	1½" Rock in Base	2.25	45.00
200	cu. yds.	¾" Rock in Shoulders	2.25	450.00
15	cu. yds.	¾" Rock in Footpaths	3.00	45.00
40	cu. yds.	Filler	0.40	16.00
80	yd. mi.	Hauling Filler	0.20	16.00
10	M-Gal.	Sprinkling	2.00	20.00
360	tons	Class "A" Asphaltic Concrete	6.00	2,160.00
170	tons	Class "B" Asphaltic Concrete	6.00	1,020.00
170	tons	Cutback Asphalt Wearing Surface	6.00	1,020.00
		Subtotal		$ 5,718.[illegible]
		10% Engr. & Cont.		57[illegible]
		Total		$ 6,2[illegible]

Length	0.227 mile
Cost per mile	$ 27,704.

Shoulder Widening, Dairy Creek Fill (Sta. 32+96.7 to 36+58.5)(Sta. 39+58.5 to 47+57.2)

All Required		Clearing and Grubbing		$ 10.00
400	yd. mi.	Truck Haul	$ 0.15	60.00
0.24	mile	Finishing Roadbed & Slopes	200.00	48.00
2,570	lin. ft.	Salvaging Guard Fence	0.10	257.00
2,540	lin. ft.	Cable Guard Fence	1.00	2,540.00
270	cu. yds.	3" Rock in Base and Shoulders	2.25	607.50
150	cu. yds.	¾" Rock in Shoulders	2.25	337.50

15 cu. yds.	¾" Rock in Footpaths	$ 3.00	$ 45.00
30 cu. yds.	Filler	0.40	12.00
60 yd. mi.	Hauling Filler	0.20	12.00
5 M-Gal.	Sprinkling	2.00	10.00
	Subtotal		$ 3,938
	10% Engr. & Cont.		394
	Total		$ 4,332

Length of Roadway 0.239 mile
Length of 1 Bridge 0.057 "
Total Length 0.296 "
Cost per mile, Roadway $ 18,125

__46' Roadway__ __(Sta. 151+54 to 164+64)__

All Required	Clearing and Grubbing		$ 10.00
20 cu. yds.	Trench Excavation	$ 1.00	20.00
580 cu. yds.	Excavation, Single Classif.	0.30	174.00
0.25 mile	Finishing Roadbed and Slopes	200.00	50.00
65 lin. ft.	8" Drain Pipe	0.60	39.00
5 only	Removal of Inlets	5.00	25.00
5 only	Concrete Catch Basins	20.00	100.00
1,250 lin. ft.	Concrete Curb and Gutter	1.00	1,250.00
1,700 sq. yds.	Portland Cement Concrete Base	1.80	3,060.00
600 lin. ft.	½" Expansion Joints	0.15	90.00
450 only	Dowels	0.20	90.00
40 cu. yds.	3" Rock in Base and Shoulders	2.25	90.00
20 cu. yds.	1½" Rock in Base	2.25	45.00
50 cu. yds.	¾" Rock in Shoulders	2.25	112.50
10 cu. yds.	Filler	0.40	4.00
20 yd. mi.	Hauling Filler	0.20	4.00
380 tons	Class "B" Asphaltic Concrete	6.00	2,280.00
330 tons	Cutback Asphalt Wearing Surface	6.00	1,980.00
	Subtotal		$ 9,423
	10% Engr. & Cont.		942
	Total		$ 10,365

Length 0.248 mile
Cost per mile $ 41,794

__20' Roadway__ __(Sta. 500+50 to 500+65.9 = Sta. 0+63.6 to 31+96.7)__
__(Sta. 47+57.2 to 151+54)__ __(Sta. 164+64 to 254+60)__

All Required	Clearing and Grubbing		$ 170.00
320 cu. yds.	Trench Excavation	$ 1.00	320.00

8,320	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 2,496.00
500	yd. sta.	Overhaul	0.02	10.00
3,600	yd. mi.	Truck Haul	0.15	540.00
4.27	miles	Finishing Roadbed and Slopes	200.00	854.00
900	lin. ft.	12" Concrete Pipe	1.00	900.00
280	lin. ft.	18" Concrete Pipe	2.00	560.00
42	lin. ft.	24" Concrete Pipe	4.00	168.00
300	lin. ft.	Salvaging Culvert Pipe	0.50	150.00
90	lin. ft.	Pavement Cutting	1.00	90.00
1,400	sq. yds.	Removal of Old Pavement	0.30	420.00
480	lin. ft.	Salvaging Guard Fence	0.10	48.00
460	lin. ft.	Cable Guard Fence	1.00	460.00
4,760	cu. yds.	3" Rock in Base and Shoulders	2.25	10,710.00
720	cu. yds.	1½" Rock in Base	2.25	1,620.00
3,700	cu. yds.	¾" Rock in Shoulders	2.25	8,325.00
220	cu. yds.	½" Rock in Footpath	3.00	660.00
920	cu. yds.	Filler	0.40	368.00
1,840	yd. mi.	Hauling Filler	0.20	368.00
135	M-Gal.	Sprinkling	2.00	270.00
7,840	tons	Class "A" Asphaltic Concrete	6.00	47,040.00
2,150	tons	Class "B" Asphaltic Concrete	6.00	12,900.00
2,650	tons	Outback Wearing Surface	6.00	15,900.00
		Subtotal		$ 105,347
		10% Engr. & Cont.		10,534
		Total		$ 115,881

Length 4.268 miles
Cost per mile $ 27,151

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	State Funds
22' Roadway	$ 6,289	$ 1,838	$ 4,451
Shoulder Widen., Dairy Cr. Fill	4,332	1,266	3,066
46' Roadway	10,365	3,029	7,336
20' Roadway	115,881	33,867	82,014
	$ 136,867	$ 40,000	$ 96,867

FORM 3-A-1 8M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

1437

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

XXXXXX~~SALEM~~XXXXXXX
Portland, Oregon
Dec. 19, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: E. G. Smith

Dear Sir:

In compliance with your request of December 18th, I am requesting Mars to expedite Forest Grove-Hillsboro plans so that the contract can be awarded January 21st.

On my last trip to his office a few days ago, he assured me that these plans would be in this office not later than December 20th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
L. D. Mars

NOTED
State Highway Engineer

FORM GA-1 5M 7-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1334

December 18th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

The Forest Grove-Hillsboro specifications should be expedited, so that we can let the contract January 21st.

Mr. Probert's office will be very busy with legislature after mid-January, so that they should be in well before that time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. G. Smith
Construction Engineer

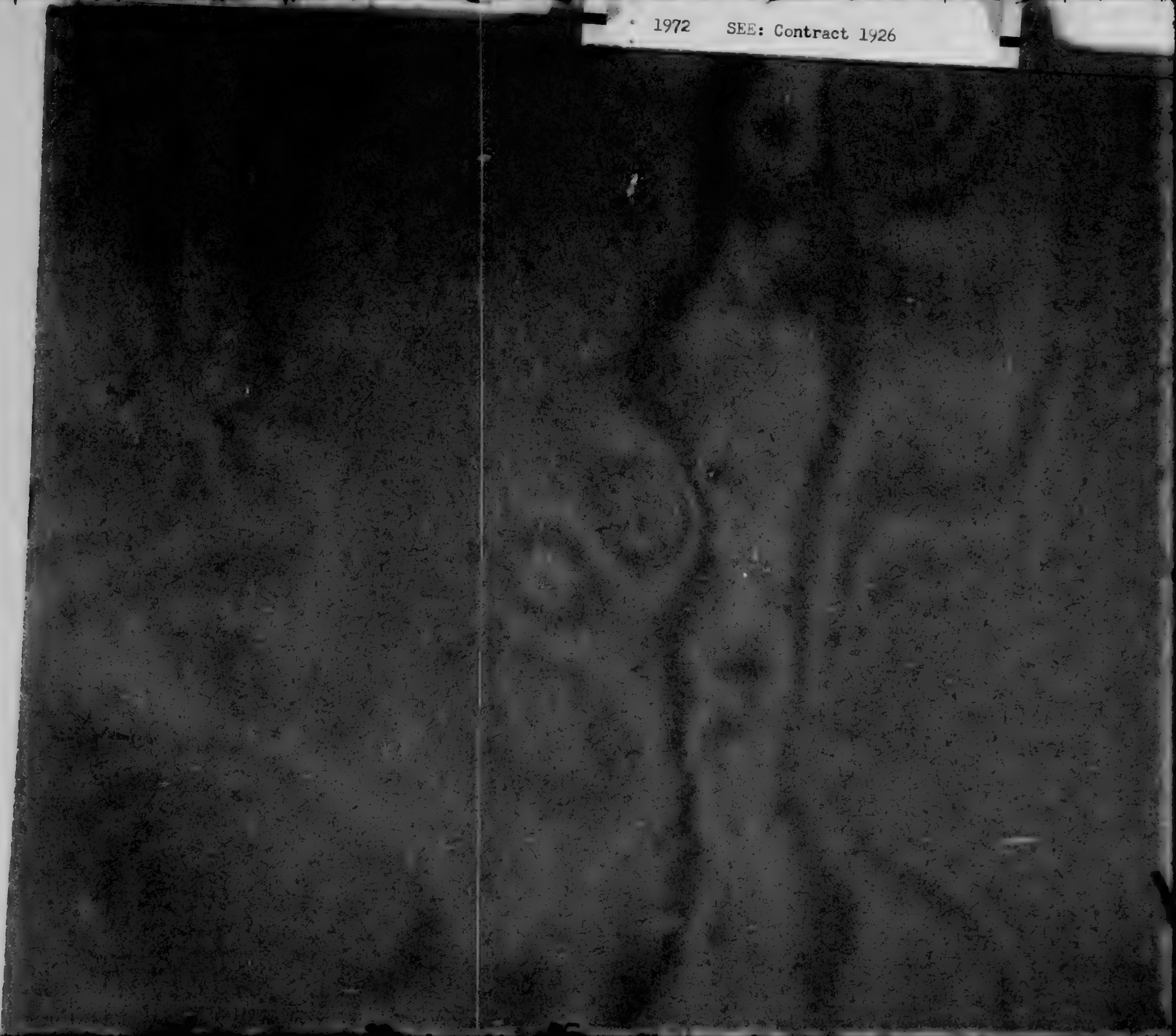
EGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

CONTRACT# [redacted] 1972, SEE: CONTRACT# 1926

1972 SEE: Contract 1926



1972 SEE: Contract 1926

CONTRACT # 1973

13-1010 Valley Falls-Cinder Butte 1937
Sec., Lakeview-Burns & Fremont
1973 Hwys.

RECEIVED
OCT 28 1938

13-1010

October 27, 1938

Mr. Jos. A. Boyce, Adjuster,
U. S. Fidelity and Guaranty Co.,
1112 Bedell Building
Portland, Oregon

Dear Mr. Boyce:

In accordance with instructions contained in your letter of September 7, 1938, I am returning to you herewith your draft No. 57182 in the amount of $25.00, payable to the order of the State of Oregon and Babler Brothers, representing settlement for the cost of repairing the Lakeview-Burns Highway, about 50 miles north of Lakeview, which work was necessitated by reason of oil having leaked on the highway from a truck owned and operated by the Service Transfer Company. You will note that the draft has been endorsed by the State Highway Commission on behalf of the State of Oregon.

I am sorry there has been so much delay in returning this draft to you. When you presented it last month we did not know what the draft was for and, accordingly, had to have a report on the matter from the engineer in the field particularly in view of the fact that the draft was made payable to the order of the State of Oregon as well as to Babler Brothers. I trust, however, that the delay has not caused you a great amount of inconvenience.

Yours very truly,

Secretary

HBG:MC
encl.

RECORDED
Date 10/27/38

RECEIVED
OCT 25 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

October 24, 1938

In re: 54-APD-558 - A. F. Kerr, Adeline Yancey, and Eleanor
Kerr dba Service Transfer - State of Oregon

State Highway Commission
Salem, Oregon

Gentlemen:

Will you please refer to our letter directed to you under date of October 10, 1938, wherein we have again called your attention to a draft forwarded to you in the amount of $25.00 payable to the state of Oregon and Babler Brothers.

To date we have had no reply to the above letter and in view of the length of time which has now elapsed we request that you give this matter your earliest attention.

Very truly yours

Jos. A. Boyce
Supt. of Claims

JAB:PS

F-104

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

September 15th
1938

RECEIVED
SEP 16 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. B. Glaisyer ✓

Dear Sir:

Replying to your letter of the 8th instant relative to the deposit of a draft for $25.00 made payable to the State of Oregon and Babler Brothers' contracting company covering expenses necessitated by reasons of oil having leaked from a truck owned and operated by the Service Transfer Company.

We submit herewith copy of a report by Resident Engineer Walters covering this item and recommend that the Highway Commission assign their interest in the above mentioned deposit to Babler Brothers.

Very truly yours,

PAUL VAN SCOY
Acting Division Engineer

By: R. M. Smith
R. M. Smith

REFERRED TO Crews
BY SECRETARY
see me

RMS:f

Encl.

FORM S-A-1 10M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

Bonanza, Oregon.
Sept. 13, 1938

IN REPLY PLEASE REFER TO FILE NO.
13-1010
Claim.

Mr. Wm.E.Chandler,
Division Engineer,
Oregon State Highway Commission,
Bend, Ore.

Dear Sir:

Yours of the 9th. inst. re Babler Bros. claim on Bonding Company.

A truck leaked a thin stream of oil for about ten miles on the Lakeview Burns highway during the construction of the above project last spr ing.

This was immediately squeeged by the contractor on discovery.

I would say that it has been taken care of and recommend that the Commissions interest be assigned to Babler Bros.

Very Truly Yours,

Samuel F. Walters,
Resident Engineer.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

October 10, 1938

In re: 54-APD-558 - A. F. Kerr et al - State of Oregon

State Highway Commission
Salem, Oregon

Gentlemen:

On September 7, 1938, we directed a letter to you enclosing our draft in the amount of $25.00 payable to the State of Oregon, and Babler Brothers. To date the above draft has not been returned to this office as requested and inquiry is being made at this time to determine whether or not you have as yet been able to secure the endorsement of the State of Oregon.

The writer has had this matter called to my attention by Babler Brothers and in view of the length of time that has now elapsed, I would appreciate it if you would make further inquiry into this matter and advise the writer at your earliest convenience so that I may be able to communicate with Babler Brothers and explain the matter to them.

Your prompt attention to this matter will be greatly appreciated.

Yours very truly,

Jos. A. Boyce
Supt. of Claims

JAB:EB
cc Seaside, Oregon
Laighton & Cannon, Agents.

REFERRED TO
Mr Maddock
BY SECRETARY

I spoke to [illegible] them a few days ago. I have the check. You were going to speak to [illegible]

P-104

September 8, 1938

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

This date we received from the United States Fidelity & Guaranty Company a draft in the amount of $25.00 payable to the State of Oregon and Babler Bros., the sum being full payment for expenses necessitated by reason of a certain amount of oil having leaked from a truck owned and operated by the Service Transfer Company.

A copy of Mr. Boyce's letter is enclosed.

Will you please advise if the oil has been cleaned up in a satisfactory manner and if it will be satisfactory to assign the State Highway Commission's equity to Babler Bros.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

WCC:pm
Encl.

RECEIVED
[illegible] - 1938
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

September 7, 1938

In re: 54-APD-558 - A. F. Kerr et al - State of Oregon

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith is our draft in amount of $25.00 payable to the State of Oregon, and Babler Brothers, which sum is in full settlement for the expense necessitated by reason of a certain amount of oil having leaked from a truck owned and operated by the Service Transfer Company, which truck was travelling about 50 miles north of Lakeview, Oregon.

The above draft as previously stated was also made payable to Babler Brothers as it was this concern who furnished the labor and material necessary to satisfactorily cover up the above leakage.

Will you please, therefore, secure the endorsement of the State of Oregon to the above draft and return the same to this office in the self-addressed and stamped envelope enclosed herewith so that the draft may then be delivered to Babler Bros.

We thank you for your cooperation in this matter.

Yours very truly,

Jas. A. Boyce
Adjuster

JAB:EB
encls.

P-104

RECEIVED
JUL 22 1938
FOR FILING
13-1010

#1973

July 22, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1973, for the construction of the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Harney and Lake Counties, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 1st, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $61,677.18, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

13-1010

June 29th
1938

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing herewith Price Agreement #1 covering the barrelling of excess #3 Road Oil on the Lakeview-Burns Highway, Valley Falls-Cinder Butte project, Babler Brothers' Contract #1973.

The breakdown in the costs shows a difference of $1.08 more than the bid price of $20.00 which is the amount allowed the contractor.

Should it be decided to pay the contractor the bid price, less the difference between barrelling and laying the oil please return this price agreement for adjustment.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

RMS:f
Encls.

cc-Mr. R. H. Baldock

FORM 2-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 29 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

13-1010

June 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Babler Brothers
1636 S. E. 6th Ave.
Portland, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

I am forwarding herewith for your signature before a notary public our voucher in your favor for $35,542.82, covering estimate 2 semi-final on contract No. 1973. As you will note I have approved this voucher and numbered it before receiving your signature.

There will be a commission meeting in Portland on June 30, and as it will be impossible for this voucher to reach you and be returned to this office in time to catch the commission meeting I am suggesting that you sign the same and then take in personally to the commission meeting in the Public Service Building, and hand it to the commission secretary, Mr. H. B. Glaisyer, who will attend to securing the commission approval.

This is out of our usual line of procedure and is only being handled in this manner due to the large size of the payment.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Auditor

CFS:IB
Encl.
cc H. B. Glaisyer

RECEIVED
JUN 29 1938
FOR FILING

13-1010

#1973

June 28, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros., on Contract No. 1973 for the construction of the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Harney and Lake Counties. This payment will be made on or after July 8, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 289—6M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18, 1938, 193

Section	Valley Falls-Cinder Butte	*Kind of work*	Oil Mat Surfacing
Highway	Lakeview Burns & Fremont	*Section prefix*	13-1010
Contractor	Babler Bros.	*Contract number*	1973
Date of contract	April 27, 1937, 193	*Date of completion*	Aug. 31, 1937, 193
Date work started	Aug. 31, 1937, 193	*Estimated date of completion*	Completed, 193
Amount of contract	$74,313.00	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $61,884.94

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3348.00, 4.8 % *Date project was completed* June 4, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report

Estimate completed this week and shipped today. Party worked several days this week completing permanent survey monuments. This work has been completed except for setting 6 marker posts, which are not on hand. These will be set at odd times when it is necessary to pass by to measure stockpiles on completion of rock crushing job.

RECEIVED
JUN 20 1938
CONST

NOTED
RAY WEBB

Signed Samuel Walter

Address Burns, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1973

RECEIVED
JUN 6 1938
FOR FILING

13-1010

May 14, 1938

Sahler Bros.
1636 S. E. 6th
Portland, Oregon

Gentlemen:

Inclosed is a copy of a modification of agreement with respect to your contract No. 1973 with the State Highway Commission for construction of an oil mat surface treatment on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Harney and Lake Counties. This is for your records and files.

Very truly yours,

HBG:AM

Secretary

attach to contract

attached to contract 6-1-38

May 14, 1938

McCollister & Campbell, General Agents
United States Fidelity & Guaranty Bldg.
300 Central Building
Seattle, Washington

Gentlemen:

Inclosed is a copy of a modification of agreement with respect to Babler Bros. Contract No. 1973 with the State Highway Commission for construction of an oil mat surface treatment on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Harney and Lake Counties.

This copy is for the records and files of the United States Fidelity & Guaranty Company, surety on the bond furnished by Babler Bros. in connection with this contract.

Very truly yours,

Secretary

HBG:AM

May 14, 1938

Mr. S. H. Probert
Office Engineer
OFFICE

Dear Sir:

Inclosed is a copy of a modification of agreement with respect to Babler Bros. contract No. 1973 with the State Highway Commission for construction of an oil mat surface treatment on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Harney and Lake Counties. This copy is for your records and files.

Very truly yours,

Secretary

HBG:AM

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS

300 CENTRAL BUILDING
SEATTLE, WASH.

May 7, 1938

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: S#261760, Babler Bros., Contract
Harney and Lake Counties, Valley Falls-
Cinder Butte Section of the Lakeview-
Burns and Fremont Highways

We are enclosing four copies of modification agreement which have been signed by the above contractors and ourselves as their surety.

We trust that you will find these papers in proper form and will appreciate it if you will send the surety company's copy to this office.

Yours very truly,

McCOLLISTER & CAMPBELL, INC.

By D H McCollister

DHM/H

Encs.

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 2nd, 1938

13-1010

Dabler Bros., Contractors
2407 N. E. 28th Avenue
Portland, Oregon

NOTED

Dear Sirs:

I am attaching hereto, four copies of the modification agreement in accordance with our verbal understanding on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Lake and Harney Counties. If you will have this agreement executed immediately, I will have it confirmed by the Commission at their next meeting on May 12th.

You may consider this letter your authority to proceed with the changed specifications.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AM

cc to: R. H. Baldock ✓
W. E. Chandler

FORM 9-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 26th, 1938

IN REPLY PLEASE REFER TO FILE NO.

13-1042

NOTED
State Highway Engineer

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Will you kindly prepare a form of agreement with Babler Bros. for the modification of their contract on the Lakeview-Burns and Fremont Highways in Lake and Harney Counties, Valley Falls-Cinder Butte Section.

It is desired to modify the oil mat surface treatment, O-30 modified, by the substitution of a light oil treatment between M.P. 4.5 and 30. The light oil treatment will consist of one spread of No. 2 Road Oil (SC-2) conforming to the requirements stated in Section 45 of the Standard Specifications.

Whereas, this modification will cause a material reduction in the total amount of the contract, particularly on those items of placing mineral aggregate, upon which the contractor's profit was based, the contractor has agreed to allow the original prices bid to stay in effect if the price of SC-2 road oil be also fixed at $20.00 per ton. This has been agreed to since the approximate cost of SC-2 road oil in Lakeview is only $1.60 less than the price of No. 3 road oil was at the time of the execution of the contract, and the contractor's original bid was very low for No. 3 road oil in place.

It is estimated that the revised contract items will be as follows:

Preparation of Base	96.73	Miles at $100.00	$9,673
Placing Mineral Agg.	14,000	Cu. Yds. at 1.20	17,640
Hauling " "	34,500	Yd. Mis. at 0.12	4,140
No. 3 Road Oil in Place	1,400	Tons at 20.00	28,000
SC-2 Road Oil in Place	340	Tons at 20.00	6,800
Total Amount of Revised Contract			$66,253

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
APR 14 1938
FOR FILING

13-1012

April 12, 1938

Mr. H. G. Smith
Office

Dear Sir:

I am again returning this letter to you with the request that you consult Bebler Bros., make an inspection of the road, determine those portions which are so badly failed that the O-30 will not hold and see if you can make an arrangement with Bebler Bros. to modify the contract, eliminating the O-30 from those sections and substituting in lieu thereof one or two shots of SC-2, covering with sand. The change in contract should be carefully worked out and should receive your immediate and careful attention.

Very truly yours,

State Highway Engineer

RHB:MI

(Yellowstone Cutoff)

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

35 66

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 8 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
APR 7 - 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

April 5th
1938

13-1[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are submitting herewith Order for State Force Work on the Valley Falls-Cinder Butte section, Lakeview-Burns Highway, requiring no additional authorization to the total contract costs.

We are also enclosing copy of District Maintenance Superintendent's letter of explanation pertaining to this matter.

Very truly yours,

NOTED
Highway Engineer

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
Encls.

FORM 2-2-1 2M 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
OCT 9 1937
FOR FILING
13-1010

September 24th
1937

RECEIVED
REFER TO FILE NO.
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are enclosing herewith ~~five~~ six copies of a State Force Work Order on Babler Brothers' Contract #1973, Lakeview-Burns Highway, for an 0-30 Oil Mat surface treatment.

This is to cover reinforcing and extra oil patching on the incompleted section from Mile Post 7 to Mile Post 59 for the coming fall, winter and spring period. As explained on the order, the rock production contractor having failed to produce the necessary aggregate on time has caused this section to be unfinished and without considerable attention will break up badly before work can be started next summer.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Encl.

FORM 5-O-1 5M 2-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 7 1937
FOR FILING

RECEIVED
AUG 31 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

13-1010

August 30th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith enclosed is an application from Babler Brothers for an extension of time to August 31, 1938, to complete their contract #1973, Valley Falls-Cinder Butte oiling project.

There is no fault on the part of Babler Brothers in not being able to complete the project this year, the fault lies entirely with Medford Concrete Construction Co. for not having the materials for the oiling in stockpiles for use by Babler Brothers. This necessarily causes the contract extension of Babler Brothers.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
Encl.
cc-Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 13 1937
FOR FILING
13-1010

July 7, 1937.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

We are returning unapproved, order for extra work #2, Building 3 shacks for office and sleeping quarters for material inspector on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways.

We do not believe that a large expenditure is justified by building 3 buildings on one surfacing project. The Equipment Department have tents which can be had upon requisition and will be adequate for this purpose.

It is our understanding that only two plants will be running at one time and if one inspector will handle the work, it will only be necessary to have one tent, which can be so located as to handle all the work on the job or to be moved as is necessary to adequately supervise the work.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.
NOTED
CC [illegible] Engineer
R.H.Baldock

FORM [illegible] 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 2 1937
FOR FILING
13-1012

May 29th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

I am attaching hereto a letter from Babler Brothers which has been handed to me by Mr. Yocum. I think this letter explains itself.

Naturally, these contractors are a little worried over the progress of the material production contractor and are very anxious to complete their job this season if possible. I am quite sure they would be willing to make any reasonable arrangement in their power to be sure that the rock would be out this year.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

WEC:f

cc-Mr. R. H. Baldock ✓

RECEIVED
MAY 22 1937
FOR FILING

13-1010

May 21, 1937

[illegible] BROS.
2407 N. E. 28th Avenue
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of each of the following contracts which were awarded to you on April 27:

Contract No. 1976, Rainrock-Greenleaf Section of the Siuslaw Highway, in Lane County;

Contract No. 1975, Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Harney and Lake Counties.

These copies are being sent you since you are named surety on the bonds furnished by the contractors, and are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

FORM 5-2-1 1000 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 21 1937
FOR FILING
13-1010

May 15th
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Referring to the rock production project on the Yellowstone Cut Off on the Cinder Butte-Valley Falls, wish to recommend that the contractors be required to at once start operation of a second crushing plant. Their production to date, and especially during the last two weeks has not been anywhere near fast enough to insure the production of this material in time to complete the oiling project during the warm summer months.

I also recommend the use of gravel in the pit at approcimate Mile 37.0.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

RECEIVED
APR 30 1937
FOR FILING
13-1010

April 29, 1937

Babler Bros
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 27, 1937, awarded to you the contract for oil mat surface treatment on the Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways in Harney and Lake Counties, based on your bid of $74,313.00.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

AM

FORM S-B-1 1500 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR 2 1937
FOR FILING

RECEIVED
MAR 1 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

February 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing herewith two copies of the special provisions and three copies of the engineer's estimate of cost on the Valley Falls-Cinder Butte Oil Mat Surface Treatment Project in Lake and Harney Counties.

The sketch map of this project should be taken from the Valley Falls-Cinder Butte Rock Production Project as the limits are identically the same.

The mineral aggregate for this project are under contract to be produced by the Medford Concrete Construction Company, Contract No. 1943. This constitutes the statement of source of material for this project.

Very truly yours,

NOTED
State Highway Engineer

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/e
encls.

CONTRACT # [redacted] 1974

18-1204 Beatty-Bly Sec. Rock Production
Klamath Falls-Lakeview Hwy. 1937

1974

Baldock ✓

April 1st, 1938

FINAL COST ANALYSIS

18-1204

Klamath Falls-Lakeview Highway
Beatty-Bly Section

NOTED
te Highway Engineer

R. I. Stuart & Sons, Contractors
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1¼" - 3/4" Cr. Rock in Stpl.	$ 471.98	176.3 cu. yd.	2.68	2.40	$ 423.12
3/4" - ½" " " " "	6,976.51	2,605.9 cu. yd.	2.68	2.40	6,254.16
½" - ¼" " " " "	6,580.54	2,458 cu. yd.	2.68	2.40	5,899.20
¼" - 0" " " " "	1,338.60	500 cu. yd.	2.68	1.00	500.00
Screen Rejections	445.80	1,783.2 cu. yd.		0.25	445.80
Force Account	82.21				82.21
Deduction - Haul Adjustment					- 32.84
	$15,895.64				$13,571.65

Total Cost	$15,895.64
Gross Revenue	13,571.65
Net Loss	$2,323.99

Net Loss Equals 17.1% of Gross Revenue

Beatty-Bly Section

Detail of Cost

Labor:

Supervision (Miles Stuart 800 hrs. at $1.00)	$800.00	
Labor	5,093.54	
State Industrial Accident Insurance	525.91	
Social Security & Unemployment	152.81	
		$6,572.26

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$ 4,425.00	
Gas, Oil & Grease	1,833.28	
Powder	502.70	
Small Tools, Repairs & Misc.	2,066.68	
Frt. Moving In	360.00	
Bond	135.72	
		$9,323.38
Total Cost		$15,895.64

Segregation of Cost of Crushed Rock

	Cost	Quantity	Unit Cost
Plant Erection	$1,085.50	7,523.4 cu. yd.	0.144
Drill & Blast	2,048.70	" "	0.272
Quarry to Crusher	3,063.88	" "	0.407
Crusher	6,514.97	" "	0.866
Haul to Stockpiles	1,671.50	" "	0.222
Super	1,428.88	" "	0.190
	$15,813.43	7,523.4 cu. yd.	$2.102

Sizes	Quantity
1¼" - 3/4"	176.3 cu. yd.
3/4" - ½"	2,605.9 " "
½" - ¼"	2,458.0 " "
¼" - 0"	500.0 " "
Rejections	1,783.2 " "
	7,523.4 cu. yd.

Beatty-Bly Section

REMARKS:

This contract consisted of the production of 5,700 cubic yards of crushed rock in stockpiles. It was awarded on April 27th, 1937, Work was started May 6th, and completed August 27th, while the contract specified July 31st, as the completion date.

The crushing plant consisted of a 15" x 30" jaw crusher, 30 x 16 rolls, 3' x 5' scalping and 3' x 10' double deck screens, and an 80 h.p. diesel power unit. A new 3/8 cubic yard speeder shovel was brought on the job for loading quarry material. The crushing plant operated two 8-hour shifts for a total of 1008 hours of shift time, of which was included 237 hours of delay due to breakdowns and bad weather. During the 771 hours that the plant was operated, 5,704.2 cubic yards of stockpiled materials and 1,783.2 of screen rejections were produced, or an aggregate total of about 10 cubic yards per hour. The material was hauled an average of about 2.86 miles. The quarry shot up very well.

At the present time the contractor is working on the Klamath Falls Rock Production job, and while about 200% of the time has elapsed, only about 60% of the work is complete. In addition, the contractor was awarded the Diamond Lake Rock Production job on which no work has been done to date. The contractor operates at a very slow pace, and it is problematical whether that job will be completed by the specified completion date.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
APR 4 1938
FOR FILING

13-1204

RECEIVED
APR 1 - 1938
STATE HIGHWAY COMMISSION

RADIO MESSAGE #4-1

March 31, 1938

8:15 A. M.

H. G. SMITH:

No additional quarry recommended for Bly Mountain-Beatty project at this time.

NOTED

(Sgd.) Chandler

cc-Mr. R. H. Baldock ✓

Radio Station KOHS

RECEIVED
NOV 9 1937
FOR FILING

18-1204

November 8, 1937

General Casualty Company of America,
General Insurance Building,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

In response to your inquiry of November 5th you are advised that the total amount paid R. I. Stuart & Sons in connection with their contract No. 1974, Beatty-Bly Section in Klamath County, was $15,571.65. Of this amount $82.21 was for force account work.

The warrant covering final payment was mailed to the contractors on October 25, 1937.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 8 - 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

November 5, 1937

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 14645 - R. I. Stuart & Sons - Contract No. 1974 - furnishing 5,700 cubic yards crushed rock for Klamath Falls-Lakeview Highway, Klamath County, etc.

We have information from you that this contract was completed August 27, 1937 and accepted on October 22, 1937. You state that final payment had not been made and that the amount paid to that date amounted to $13,571.65. Can you advise us, please, the amount of the final total contract price, including extras in order that we may have that record for our file.

We thank you very much for the information and are enclosing a stamped envelope for your convenience.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

#1974

RECEIVED
OCT 13 1937
FOR FILING

18-1204

October 11,1937

General Casualty Company of America,
Ford Knutsen, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1974 for the constructionnof the Beatty-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County, has been completed by the contractors, R. L. Stuart & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 21,,1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $13,571.65, including the final payment. Of this amount $82.21 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 11 1937
FOR FILING
18-1204

#1974

October 1, 1937

General Casualty Company of America,
Seattle, Washington.

Attention: S. L. Catelli.

Gentlemen:

Reference is made to your letter of September 30th concerning the R. I. Stuart & Sons Contract No. 1974 - Beatty-Bly Section in Klamath County.

You are advised that the above contract was completed August 27, 1937, and has not yet been accepted by the Highway Commission. It will probably be some time before final payment is made. In accordance with our usual practice we will advise your Portland agent ten days before the payment is made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1974

RECEIVED
SEP 28 1937
FOR FILING
18-1204

September 25, 1937

General Casualty Company of America,
Ford Knutson, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. [illegible] [illegible] & Sons on Contract No. 1974 for the construction of the Beatty-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County. This payment will be made on or after October 5, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
SEP 24 1937
FOR FILING
18-1204

September 24, 1937

General Casualty Company of America,
Seattle, Washington

Attention: S. L. Catelli.

Gentlemen:

In response to your inquiry of September 22nd you are advised that the R. I. Stuart & Sons contract No. 1974, Beatty-Bly Section in Klamath County, was completed August 27, 1937. This contract has not been accepted.

The total amount paid the contractors to [illegible] $8,226.50 and the retained percentage is $975.50.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1974

[illegible]

RECEIVED
SEP 23 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

September 22, 1937.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Bond No. 14645-A - R. I. Stuart & Son - Contract No. 1974 - Furnishing 5,700 cubic yards crushed rock in stock piles of the Klamath Falls-Lakeview Highway, Klamath County, Beatty-Bly Section

It is our understanding that this contract was completed on August 28 or thereabouts, 1937, and we would like to have you affirm this, giving us the exact date of completion and acceptance of this work, together with the full contract price received by the contractors. A stamped envelope is enclosed for your reply.

Very truly yours,

Surety Department

S. L. Catelli
dp
Enclosure

E - $9,200.00
R - $ 973.50
Pd - $ 8.226.50

REFERRED TO
BY SECRETARY

prepare answer

Aug 27

FORM 5-8-1 2M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 18 1937
OREGON
STATE HIGHWAY COMMISSION

18-1204

September 15th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are advised by Mr. Glaisyer that R. L. Stuart & Sons request an extension of time, to August 31, 1937, on their contract #1974, Beatty-Bly Rock Production Project.

We wish to advise that the contractors have made no comments as to the reason for delay in completion. Therefore, I presume this delay is simply so that they could better handle the project. However, it would appear that there is no advantage to the State in this extension. Also, that the State has not suffered in any way from this delay with the possible exception of a small amount of engineering and inspection. Would recommend that whatever this excess cost amounts to be charged to the contractors.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:I

cc-Mr. R. H. Baldock ✓

NOTED

#1774

RECEIVED
SEP 21 1937
FOR FILING
18-1204

September 18, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

We hand you herewith copy of a letter from R. L. Stuart & Sons, requesting an extension of time to August 31, 1937, on their contract No. 1974, Beatty-Bly Rock Production Project.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1974

RECEIVED
SEP 21 1937
FOR FILING
18-1204

September 18, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

We hand you herewith copy of a letter from R. L. Stuart & Sons, requesting an extension of time to August 31, 1937, on their contract No. 1974, Beatty-Bly Rock Production Project.

Please advise of your recommendations so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 7 1937
FOR FILING
18-1204

September 7, 1937

E. I. Stuart & Sons,
Redmond, Oregon.

Dear Sirs:

Reference is made to your letter of September 4th concerning payment of your estimate for work performed to August 10th on your contract No. 1974, Beatty-Bly Section in Klamath County.

You are advised that the warrant covering this payment was mailed to you on September 2nd and no doubt has been received by this time.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. I. STUART & SONS
CONTRACTORS

MEDFORD, OREGON

September 4, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Glaisyer:

To date we have not received a check for the July estimate on the Beatty-Bly Rock Production Contract no. 1974. The estimate was forwarded to the Commission office early in August.

Since the check has been delayed so unusually long we are wondering if perhaps it has been overlooked, or if there may be some other reason for its delay of which we may be unaware.

Will you please advise us if there may be some such reason for the delay, or when we may expect to receive it.

Very truly yours,,

R. I. STUART & SONS

by R I Stuart

REFERRED TO
BY SECRETARY

prepare reply

V. # 13306. Amt. $3,435.90

Sept. 2nd

FORM 5-B-1 2M 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 7 1937
FOR FILING

18-1204

[illegible] 1 - 1937
IN REPLY PLEASE REFER TO FILE NO. [illegible]
STATE HIGHWAY COMMISSION

August 31st
1937

Messrs. R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

We wish to advise that the time limit on your Contract #1974, Beatty-Bly Rock Production project, expired on July 31st and that it will be necessary for you to make application, with the written consent of your surety, for an extension of time, giving full explanation as to the cause of the overrun.

Very truly yours,

NOTED
[illegible]

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

RMS:f

cc-Mr. H. G. Smith
Mr. H. B. Glaisyer ✓
Mr. J. B. Weaver

Form 838—5M—5-36

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 27, 1937

Section Beatty-Bly

Kind of work Rock Production

Highway Klamath Falls-Lakeview

Section prefix 18-1204

Contractor R. I. Stuart & Sons

Contract number 1974

Date of contract April 27, 1937

Date of completion July 31, 1937

Date work started May 6, 1937

Estimated date of completion Aug. 27, 1937

Amount of contract . . . . $ 12,980.00

Per cent of time elapsed 126 %

Estimated cost of completed project, exclusive of engineering . . . . $ 13,380.00

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date, $ 450.00, 3.5 %

Date project was completed Aug. 27, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The production of rock on this job was completed Aug. 27.

No more weekly reports will be submitted and the Semi-final estimate will be forwarded within a few days.

NOTED
RAY WEBBER

Signed J.B.Weaver

Address Box 838, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			5700 Cu. Yds.		
Estimated quantities moved or placed to date			5700		
Average daily quantities			47		
Average daily quantities necessary to complete project on time			0		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			16		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					Supervision		1
Men and teams					Skilled		2
Men and trucks under 3 tons					Intermediate		4
Men and trucks over 3 tons					Unskilled		9
Men and tractors							
					Total		16

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors 1, Bull Dozers ...., Sheet-foot rollers ...., Small Trucks 2 ....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Warm	2½	Repair Cone
Monday	" "	16	Repair Cone Lubricator
Tuesday	" "		
Wednesday	" "	2	Repair Cone
Thursday	" "		
Friday	" "	1½	Repair Cone
Saturday	" "		

RECEIVED
AUG 30 1937
FOR FILING

18-1204

August 27, 1937

General Casualty Company of America,
Seattle, Washington.

Attention: R. Herberg, Surety Dept.

Gentlemen:

Reference is made to your letters of August 25th concerning the R. I. Stuart & Sons Contract No. 1974 - Beatty-Bly Section in Klamath County and the Medford Concrete Construction Co. Contract No. 1943 - Valley Falls-Cinder Butte Section in Lake and Harney Counties.

You are advised that due to late starts on both of the above contracts has caused them to overrun the specified date of completion. It will be necessary to extend the time limit in each instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1974

RECEIVED
AUG 26 1937
OREGON
STATE HIGHWAY COMMISSION

GENERAL CASUALTY COMPANY OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

August 25, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 14645 - R. I. Stuart & Sons
Furnishing Rock in Stockpiles,
Klamath Falls Lakeview Hiway, Cont. #1974

Dear Sir:

According to the contract on the above project, the completion date is July 31st, 1937. A status report from you, dated August 24th, advises that the contract is 71% complete at the present time, and that the probable date of completion is August 31st, 1937.

This apparent discrepancy may be accounted for by an extension of contract time of which we have not been informed. Will you please advise so that we may bring our file up to date?

Very truly yours,

R Herberg
Surety Department

rh

#1943

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

August 25, 1937

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 13592 - Medford Concrete Construction Co - Furnishing crushed rock in stockpiles, Valley Falls - Cinder Butte Sec, Lakeview Burns and Fremont Hiways, Oregon

Dear Sir:

It was our understanding that this contract was to have been completed May 31st, 1937. Your status report dated August 24th, advises that the contract is only 43% completed at the present time, and that the probable date of completion is September 30th, 1937.

Will you please explain this apparent discrepancy, so that our file may be brought up to date?

Thanking you, we are,

Very truly yours,

Surety Department

rh

RECEIVED
AUG 30 1937
FOR FILING
15-1204

August 27, 1937

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

You are advised that the time limit on the R. I. Stuart & Sons Contract No. 1974 - Beatty-Bly Section, expired on July 31st and time limit on the Medford Concrete Construction Co. Contract No. 1943 - Valley Falls-Cinder Butte Section, expired on July 31, 1937.

Will you please take the matter of further extension of time up with the above contractors and request them to submit their applications. The application must be accompanied by the written consent of their surety on the bond. Also, please forward your recommendation to this office with the application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 5-8-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 27 1937
FOR FILING
18-1209

RECEIVED
JUL 23 1937
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. B. McCullough

July 21st
1937

Southern Pacific Company
Dunsmuir
California

Re: File 522

Attention: Mr. N. L. Jennings, Div. Supt.

Dear Sir:

We are forwarding to you herewith a blue print sketch map showing the proposed location of a hauling road, grade crossing the Oregon California & Eastern Railway approximately one mile northwest of the town of Bly at Railroad Engineer's Station 4490+10 in the Southeast Quarter of the Northeast Quarter (SE¼NE¼), Section 27, Township 38 South, Range 11½ East, Klamath County, Oregon, which is also approximately 0.55 of a mile west of the Klamath Falls-Lakeview Highway at Mile Post 14.72.

It is requested that a temporary permit be granted Messrs. R. I. Stuart & Sons, Contractors, to haul equipment, supplies and maintenance materials (crushed rock) produced at the quarry across your railroad tracks and right of way, as shown on the enclosed blue print.

This permit, if issued, would be strictly of a temporary nature, valid for the life of Contract Number 1874 between R. I. Stuart & Sons and the State Highway Department, which should terminate not later than September 30, 1937.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. J. M. Devers
Mr. J. B. Weaver
Messrs. R. I. Stuart & Sons

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 12 1937
FOR FILING
18-12.04

July 10th
1937

RECEIVED
JUL 12 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Please send us four blue print copies of sketch map of the railroad crossing of the California Eastern Railway in Section 27, Township 39 South, Range 11½ East, located 0.65 miles west of the Klamath Falls-Lakeview Highway at Mile Post 14.72.

This sketch was submitted in connection with a request for a permit for R. I. Stuart & Sons, Contractors on the Beatty-Bly Rock Production Project, Contract #1974, Prefix 18-1204.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED

By:
R. M. Smith

RMS:E

cc-Mr. R. H. Baldock ✓

FORM OA-1 8M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTE
C. B. McCullo

FOR FILING
18-1204

July 6th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Reference is made to the application for a railroad crossing permit to be secured from the Eastern Railway Company for the use of R. L. Stuard & Sons, contractors on the Beatty-Bly Rock Production Project, Prefix 18-1204, Contract #1974.

If this is a permanent quarry, or other set-ups may be made from it, it is advisable to secure an order from the Public Utilities Commissioner for this crossing, in which case it will be necessary to comply with all the formalities as to maps and profiles incidental to a public crossing and in accordance with the instructions which we sent you sometime ago.

If, however, you are pressed for time and do not consider that this crossing will be used again in the near future, I believe the contractor can secure a private crossing direct from the railroad officials. It is not felt, however, that the State should negotiate for this private crossing, but I have no objection if the contractor does so.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

E. G. Smith
Construction Engineer

EGS:AR

cc to: R. H. Baldock ✓

FORM 5-B-1 3M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 8 - 1937
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1937
FOR FILING

18-1204

July 1st
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the application for a railroad crossing permit to be secured from the Eastern Railway Company in Section 27, Township 38 South, Range 11½ East, located 0.55 miles west of the Klamath Falls-Lakeview Highway at Mile Post 14.72. Said permit required by R. I. Stuart & Sons, Contractors on the Beatty-Bly Rock Production Project, Prefix 18-1204, Contract #1974.

We wish to call your attention to carbon copy of a letter addressed to this office from Mr. Devers' office on June 22nd requesting maps and profiles. On June 21st the required sketch map was sent but no profile. Please advise if it will be necessary for us to prepare this profile which is to be submitted to the Public Utilities Commissioner before action can be taken on this permit.

Please advise the status of this permit.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED
State Highway Engineer

By:
R. N. Smith

RNS:f
cc-Mr. R. H. Baldock
Mr. J. M. Devers
Mr. C. C. Kelley

RECEIVED
MAY 22 1937
FOR FILING
18-1204

May 21, 1937

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on April 27, 1937:

Contract No. 1974, for furnishing crushed rock in stock piles on the Klamath Falls-Lakeview Highway, Beatty-Bly Section, in Klamath County;

Contract No. 1975, for furnishing crushed rock in stock piles on state highways in Klamath County, being known as the Klamath Falls Rock Production Project.

These copies are for your records and files.

Very truly yours,

Secretary

MEK.

RECEIVED
MAY 13 1937
FOR FILING

18-1204

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

GENERAL
H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 13 1937
OREGON
STATE HIGHWAY COMMISSION

May 12th, 1937.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem
Oregon

Dear Sir:

Re: R. I. Stuart & Sons, Medford, Oregon

Contract- #1975 On the State Highway in Klamath County, Klamath Falls Rock Production Project Section- furnishing 20,100 Cu. Yds. crushed rock in Stockpiles.

Contract- #1974 On the Klamath Falls-Lakeview Highway in Klamath County, Beatty-Bly Section- furnishings 5,700 Cu. Yds. crushed rock in Stockpiles.

We have today mailed the two above mentioned contracts in quadruplicate to you by express.

Yours very truly,

General America Companies

By: M. Lundquist
Oregon Service Office

ML

RECEIVED
MAY 10 1937
FOR FILING
18-1204

Cross Referenced To
18-1205

May 10, 1937

R. I. Stuart & Sons,
Medford, Oregon.

Attention: R. I. Stuart.

Dear Sirs:

In accordance with your request we are this date forwarding by express copies of contracts which were awarded to you on April 27th, to The General Casualty Company of America, 601 Board of Trade Bldg., Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to General Casualty Co. of America,
601 Board of Trade Bldg.,
Portland, Oregon.

R. I. STUART & SONS
CONTRACTORS

MEDFORD, OREGON

May 6th 1937

RECEIVED
MAY 10 1937
SALEM
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

We regret that we misunderstood your instructions and returned the signed contracts directly to you rather than through the bonding company.

Will you forward the contracts to our bonding company, The General Casualty Company of America, 601 Board of Trade Building, Portland, Oregon, Attention: Mr. Knudsen. The local Medford agent of this bonding company is Mr. Thos. J. Fuson, Box 1013, Medford, Oregon.

Very truly yours,

R. I. STUART & SONS

by R I Stuart

REFERRED TO
Dan
BY SECRETARY

send out as directed
HBG

---

		pile	2500 c. y.	2.10	[illegible]
3	½" - ¼"	Crushed Rock in Stockpile	2500 c. y.	2.20	5500.00
4	¼" - 0"	Crushed Rock in Stockpile	500 c. y.	1.00	500.00

Preparation of Stockpile Site, Lump	150.00
Purchase, Haul and Stockpile Screen Rejects, Lump	500.00
Total Amount of Estimate	$ 12,300.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

FORM 9-C-1 22770 2M 6-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

18-1204

RECEIVED
MAR 24 1937
FOR FILING

March 22nd
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are submitting herewith the following estimate for the comparison of bids on the Klamath Falls-Lakeview Highway, Beatty-Bly Rock Production Project:

Item No.	Item		Unit Price	Amount
1	1½" - 3/4" Crushed Rock in Stockpile	200 c.y.	2.00	400.00
2	3/4" - ½" Crushed Rock in Stockpile	2500 c. y.	2.10	5250.00
3	½" - ¼" Crushed Rock in Stockpile	2500 c. y.	2.20	5500.00
4	¼" - 0" Crushed Rock in Stockpile	500 c. y.	1.00	500.00
	Preparation of Stockpile Site, Lump		150.00	
	Purchase, Haul and Stockpile Screen Rejects, Lump		500.00	
	Total Amount of Estimate			$ 12,300.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

CONTRACT# [redacted] 1975

18-1205 Klamath Falls Rock Production
The Dalles-California Hwy. 1937

1975

#1975

RECEIVED
NOV 23 1938
FOR FILING

18-1205

November 21, 1938

GENERAL CASUALTY COMPANY OF AMERICA
[illegible], Local Agent
Board of Trade Building, Portland
Portland, Oregon

Gentlemen:

We are in receipt of notice from R. L. Stuart & Sons that they paid, on August 22, the bill of J. M. [illegible], in the amount of $610, for rental of machinery in connection with the Klamath Falls Rock Production Project, State Highway Contract No. 1975.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

November 21, 1938

R. L. STUART & SONS
Medford, Oregon

Gentlemen:

This acknowledges receipt of your letter of November 16, 1938, advising us that on August 21st the bill of J. H. Baker against you, in the amount of $610.00, for use of machinery, in connection with Contract No. 1975 in Klamath County, was paid.

We are today notifying the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

RECEIVED
NOV 17 1938
OREGON
STATE HIGHWAY COMMISSION

November 16, 1938

State Highway Commission
Salem, Oregon

Gentlemen:

We wish to inform you that on August 21st. that the bill of J.M.Baker was paid. The bill was for use of machinery. The rental was settled in full for $610.00. This work pertained to job 1975 in Klamath County.

We want to be sure that the records have been cleared of this charge.

Sincerely,
R.I.Stuart and Sons

FORM 3-A-1 10M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 10th, 1938

18-1205

NOTED

Mr. J. E. Weaver
Resident Engineer
State Highway Dept.
Klamath Falls, Oregon

Dear Sir:

In regard to the Klamath Falls Rock Production Project, Contract No. 1975, Prefix 18-1205, I beg to advise that a considerable portion of the charges of which you were not advised consisted of the acquisition of stockpile sites and fencing. They formerly were charged to contingencies, but that practice has been discontinued.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
W. E. Chandler

#1975
5

RECEIVED
NOV 7 1938
FOR FILING
18-1205

November 7, 1938

General Casualty Company of America,
Ford Knutsen, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1975, for the construction of the Klamath Falls Rock Production Project in Klamath County, has been completed by the contractors, R. I. Stuart & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 17, 1938.

The State has been advised of a claim of J. H. Baker in amount of $735.85 for equipment rental. You are advised that the State assumes no responsibility for the above claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $89,750.95, including the final payment. Of this amount $253.82 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1975

October 28, 1938.

GENERAL CASUALTY COMPANY OF AMERICA
c/o Ford Knutson, General Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from Lorenz Company, Klamath Falls, Oregon, advice to the effect that their claim against R. L. Stuart & Sons in the amount of $198.75 in connection with the Klamath Falls Rock Production Project, State Highway Contract No. 1975, has been paid in full. Inasmuch as you are surety for the contractors on this job, we are passing this advice on to you for your information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MRL

cc - R. L. Stuart & Sons

LORENZ CO
WHOLESALE

HARDWARE AND ALLIED LINES
SERVING THE MIDLAND EMPIRE

RECEIVED
OCT 26 1938
OREGON
STATE HIGHWAY

KLAMATH FALLS, OREGON
October 24, 1938

Oregon State Highway Commission,
Salem, Oregon.

Attn: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will acknowledge receipt of your letter of October 20th with reference to our account with R. I. Stuart & Sons, Contractors. Please be advised that a balance of $10.63 was paid by this company on October 12th and our account with them at the present time is paid in full.

We wish to take this opportunity of thanking you for your kind interest in this affair, and remain

Yours truly,

LORENZ CO.

By Roy T. Premo

Roy T. Premo

RTP/JS

REFERRED TO
H Farland
BY SECRETARY

There is no substitute for Quality

R.H. Baldock ✓

18-1205

October 21st, 1938

NOTED
State Highway Engineer

COST ANALYSIS - FINAL REPORT

Green Springs Highway, Klamath Falls Section
Rock Production Contract #1975 Prefix 18-1205
R. I. Stuart & Sons, Contractors
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1¼"-3/4" Cr. Rock in Stockpile	$635.06	290.8 cu. yd.	2.18	1.95	$567.06
3/4"-½" " " " "	19,647.32	8,996.9 " "	2.18	1.95	17,543.96
½"-¼" " " " "	18,657.19	8,543.5 " "	2.18	1.95	16,659.83
¼"-0" " " " "	4,585.95	2,100.0 " "	2.18	1.50	3,150.00
Screen Rejections	959.70	3,838.8 " "		0.25	959.70
Hauling Screen Rejctions	44.25	368.71 yd. mi.		0.12	44.25
PA #1 3/4"-½" Cr. Rock in Stockpile	1,269.26	513.5 cu. yd.	2.47	2.30	1,181.05
" " ½"-¼" " " " "	779.35	315.3 " "	2.47	2.30	725.19
Haul Adjustment	101.99	849.89 yd. mi.		0.12	101.99
Force Account	233.82				233.82
					$41,166.85
Deduction - Engineering Charges for Excess Time					- 1,543.49
	$46,913.89				$39,623.36

Total Cost $46,913.89
Gross Revenue 39,623.36
Net Loss $7,290.53

Net Loss Equals 18.4% of Gross Revenue

Klamath Falls Rock Production

Detail of Cost

Labor:

Supervision (Miles Stuart, 12 mos. at $100.00)	$1,200.00	
Labor	13,907.98	
State Industrial Accident Insurance	1,149.64	
Unemployment Insurance & Social Security	479.04	$16,736.66

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$15,660.00	
Gas, Oil and Grease	5,147.99	
Repairs	3,022.54	
Small Tools & Supplies & Misc.	2,150.54	
Lumber	104.67	
Explosives	1,977.17	
Electric Installation & Power	664.73	
Misc. Expense	444.50	
Haulage	181.75	
Bond 1% of Gross Revenue	411.67	
Home Office " " " "	411.67	$30,177.23
		$46,913.89

Klamath Falls Rock Production

REMARKS:

This contract consisted of the production of 20,100 cubic yards from three separate quarry sites. It was bid and awarded on April 27, 1937; work was started July 29, 1937 and was completed August 2nd, 1938.

On July 29th, the contractor started erecting a plant near Dairy, at M.P. 14.72 on the Klamath Falls-Lakeview Highway, and on September 12th, crushing began and continued until December 10th, at which time the required quantities of about 7,000 cubic yards had been produced. The equipment used on this set-up consisted of 1 - 3/8 cu. yd. shovel, 2 - 1½ ton trucks, 1 - 235 compressor and jackhammer, 1 - 80 h.p. diesel power unit, 1 - 15" x 30" jaw crusher, 1 - 30" x 16" rolls, 1 - 3' x 5' scalping screen and 1 - 3' x 10' double deck vibrating screen. Due to numerous breakdowns, and moisture in quarry which sometimes caused contractor to resort to hand loading instead of use of shovel, the production was very low.

The equipment used on the Dairy site was moved to quarry site near M.P. 41.33 on the Green Springs Highway. Due to snow and rains the plant was not put in operation until April 8th. Continuous breakdown of crushing equipment resulted in low production, and it was not until August 2nd, that the work on this set-up was completed.

For the third set-up the contractor acquired another crushing plant and set up at M.P. 1.55 on the Klamath Lake Secondary. This plant consisted of 1 - 15' x 24' jaw, 1 - 2'cone, 2 screens (3' x 5' double deck and 3' x 8' triple deck) and 1 - 70 h.p. electric motor. A 3/8 cu. yd. shovel was used to load the material in the quarry.

The contractor operates at a very slow pace, and this coupled with numerous breakdowns results in increased costs.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#1975

RECEIVED
OCT 20 1938
FOR FILING

18-1205

October 20, 1938

LORENZ COMPANY
Klamath Falls, Oregon

Gentlemen:

This acknowledges receipt of your communication of October 13, advising that you have received from R. I. Stuart & Sons, Contractors, their check 14607 in the amount of $186.12 in full payment of all amounts due you to date thereof.

We note that you have made notations showing the original claim was $196.75 and this check was for $186.12, which leaves a balance due of $10.63. It is further noted that additional notations have been made by R. I. Stuart & Sons showing that the balance of $10.63 was paid on October 12. Please advise us if this is correct.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

A925

R. [illegible]UART & SONS
CONTRACTORS
MEDFORD, OREGON

RECE[illegible]ED
1[illegible] 1938
STATE [illegible] COMMISSION

October 13, 1938

Stae Highway Commission, Salem, Oregon
General Casualty, Bd. of Trade Bldg. Portland

RECEIVED from R.I.Stuart and Sons Contractors their check 14607 in the amount of 188.12. being in full payment of all amounts due the Lorenz Company to the date hereof.

Lorenz ~~and~~ Co.

Account	198$^{\underline{75}}$
Check	188$^{\underline{12}}$ ✓
Balance due	10.63

Lorenz Co
By H Matthews
Credit Mgr

10-12 38
paid 10.63 by ch 14656
R I Stuart & Sons

18-1205

REFERRED TO
Mr [illegible]
BY SECRETARY
write customary letter
HB

#1975

RECEIVED
OCT 18 1938
FOR FILING
18-1205

October 18, 1938

CASCADE POWDER COMPANY
P. O. Box 68
Klamath Falls, Oregon

Gentlemen:

This acknowledges receipt of your communication of October 13 advising that you have received from R. I. Stuart & Sons their check for $115.35, which is payment in full of all amounts due you from this firm, in connection with the Klamath Falls Rock Production Project. We are today notifying the surety on this job of the settlement of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - R. I. Stuart & Sons

October 18, 1938

GENERAL CASUALTY COMPANY OF AMERICA
c/o Ford Knutson, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from Cascade Powder Company notice to the effect that their claim against R. L. Stuart & Sons, amounting to $115.35, in connection with the Klamath Falls Rock Production Project, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - R. L. Stuart & Sons

R. I. STUART & SONS
CONTRACTORS
MEDFORD. OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

October 13, 1938

To State Highway Department, Salem, Oregon
General Casualty Company, Board of Trade Bldg. Portland.

RECEIVED from R.I.Stuart and Sons Contractors their check No. 14497 in the amount of $115.35 being full payment of all amount due the Cascade Powder Company to the date hereof.

J. M. Baker
Cascade Powder Company

H. BALDOCK
HIGHWAY ENGINEER
SALEM

EIVED
1 0 1938
AY COMMISSION

FORM 8-91 2500 4-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1938
FOR FILING
18-1205

October 17th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am forwarding you bill for engineering in connection with the Klamath Falls Rock Production Poject.

I am also enclosing an explanation by Mr. Weaver which I believe should be considered. I am, however, approving the bill as rendered by the Salem Office.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock ✓

#1975

RECEIVED
OCT 17 1938
FOR

18-1205

October 15, 1938

R. I. Stuart & Sons
Medford, Oregon

Gentlemen:

To provide you with the information requested in your letter of October 13th, we are sending herewith a tentative schedule of the projects to be contracted during the next few months. This schedule will be subject to considerable change, but it will give you a good general idea of the work in prospect.

According to the best information we have at hand, the balance to be paid you in connection with Contract 1975 is approximately $1,350.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

RECEIVED
OCT 14 1938
STATE HIGHWAY COMMISSION

October 13, 1938

State Highway Commission
Salem, Oregon

Gentlemen:

The two checks which we sent the bonding company in full payment for the Lorenz and the Cascade Powder Co., Both of Klamth Falls, were returned to us by the bonding company with the explanation that they had been "inadvertently misdirected" We sent them out to the creditors.

We would like to know if there any more rock jobs coming up.

Also we would be vitally interested in knowing what our earned portion of Contract 1975 amounts to.

Sincerely,
R.I.Stuart and Sons
Per V.C.S.

Amount earned $39,759.96
Previous payment 38,38[illegible]
Balance due 1,[illegible]

RECEIVED
OCT 11 1938
FOR FILING

18-1205

October 11, 1938

Mr. F. P. Farrell
Attorney at Law
Medford, Oregon

Dear Sir:

This acknowledges your communication of October 7, advising that you have received from R. L. Stuart & Sons payment in full of amounts due Timber Products Company in connection with State Highway Contract No. 1975, Klamath Falls Rock Production Project. We shall notify the surety, General Casualty Company of America.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED

October 11, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Ford Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of advice from F. J. Farrell, Attorney at Law, Medford, that the claim of Timber Products Company, in the amount of $1,609.00, against R. I. Stuart & Sons, in connection with State Highway Contract No. 1975, Klamath Falls Rock Production Project, in Klamath County, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - R. I. Stuart & Sons

RECEIVED
OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

Medford, Oregon,
Oct 7, 1938.

RECEIVED from R. A. Stuart and Son, Contractors, their check No. 14547 in the amount of $1609.00, being full payment of all amounts due Timber Products Company of Medford, Oregon, to the date hereof.

(Executed in triplicate).

FPFarrell

F. P. Farrell, Attorney for
Timber Products Company.

RECEIVED
OCT 8 1938
FOR FILING

18-1205

RECEIVED
1938
[illegible]

#1975

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

October 4, 1938

General Insurance Company of America
Portland, Oregon

Gentlemen:

We have as yet been unable to locate these two checks which we sent you on September 8th and which you state were returned on the 16th. Mr. Stuart personally opened the letter and there were no checks there but the letter stated that they were enclosed. These checks were to take care of the Kane job. Check No. 14351 was for 196.12 but there seems to be an error because the Lorenz people's claim is for about 8.00 less. The cascade check number 14352 was for 115.35.

We are desirous of paying these claims and certainly would like to locate the missing checks.

Sincerely
R.I.Stuart and Sons

P.S. We are enclosing copy of this letter to the State Highway Commission.
Our returned checks for October do not list the above two checks.

#1975

RECEIVED
OCT 4 1938
FOR FILING

18-1205

October 3, 1938

Mr. F. P. Farrell
Attorney at Law
Medford, Oregon

Dear Sir:

In accordance with your letter of September 27, I am sending to you under separate cover copy of the R. L. Stuart & Sons contract, No. 1975, for the Klamath Falls Rock Production Project, in Klamath County.

I also wish to acknowledge receipt of your affidavit of claim by Timber Products Company, in the sum of $1,609.00, for materials and supplies furnished the above named firm in connection with this contract. We have noted this claim in our records of this job and will notify the contractor and his surety, General Casualty Company of America.

Very truly yours,

Secretary

[illegible]

October 3, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Fred Huntoon, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received notice of a claim by Timber Products Company, in the sum of $1,609.60, against R. L. Stuart & Sons, in connection with State Highway Contract No. 1975, Klamath Falls Rock Production Project, on four highways in Klamath County.

Inasmuch as you are surety for these contractors, we are notifying you of this claim, which should receive your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MB.

cc - R. L. Stuart & Sons

#1175

FRANK P. FARRELL
ATTORNEY AT LAW
PHONE 338
MEDFORD, OREGON

RECEIVED
OCT 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

September 27, 1938

State Highway Commission
Salem, Oregon

Attention: Mr. Baldock
Re: R. I. Stuart & Sons -
Keno Bly Dairy Contract

Gentlemen:

I am enclosing herewith certificate preliminary to making claim upon the contractor's bond in the above matter, which I trust is in proper form.

Very truly yours,

F. P. Farrell

FPF:h

REFERRED TO
BY SECRETARY

prepare certificate of [illegible]

STATE OF OREGON)
) SS.
COUNTY OF JACKSON)

I, FLOYD H. HART, being first duly sworn on oath depose and say that I am the Vice President and Manager of Timber Products Company, an Oregon corporation having its principal office and place of business in the city of Medford, Jackson County, Oregon; that during the period of May 10, 1937, to July 13, 1938, inclusive, R. I. Stuart & Sons purchased from Timber Products Company goods, wares and merchandise consisting of lumber, powder, caps and like merchandise in the amount of $1,609.00, which said materials, supplies and merchandise were delivered by Timber Products Company to said R. I. Stuart & Sons for use in connection with and were used in connection with and in the performance of a contract between said R. I. Stuart & Sons and the State Highway Commission of the State of Oregon for the construction of a state highway and which this affiant is informed and believes is designated as the Keno Bly Dairy Contract;

That said indebtedness has not been paid to Timber Products Company and it is now due, owing and unpaid to Timber Products Company, as aforesaid, the full amount of $1,609.00;

That I make this Affidavit for and on behalf of said Timber Products Company for the purpose of procuring from the State Highway Commission of the State of Oregon, certified copies of said Contractor's contract and bond, preliminary to filing a claim by Timber Products Company with the State Highway Commission of the State of Oregon in accordance with the provisions of Section 67-1101, Oregon Code 1930, as the same may be amended.

Floyd H Hart.

Subscribed and sworn to before me this 20th day of September, 1938.

My commission expires: Feby 10, 1940

Notary Public for Oregon

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM	☐	FULL RATE CABLE	☐
DAY LETTER	☒	DEFERRED CABLE	☐
NIGHT MESSAGE	☐	NIGHT CABLE LETTER	☐
NIGHT LETTER	☐	RADIOGRAM	☐
SHIP RADIOGRAM	☐		

[illegible]

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

RECEIVED
SEP 23 1938
FOR FILING

F ~~#~~ 18-1205

SALEM OREGON SEPTEMBER 22 1938

R I STUART & SONS
MEDFORD OREGON

RETEL VOUCHER SENT TO SECRETARY OF STATE YESTERDAY WARRANT SHOULD BE READY WITHIN DAY OR TWO

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

COLLECT

Postal Telegraph
Collect — day letter

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM OREGON
STANDARD TIME INDICATED ON THIS MESSAGE

ostal Telegra

THE INTERNATIONAL SYSTEM

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

1 RD AR 10

MEDFORD OGN 11.30 AM SEPT 22ND 1938

STATE HIGHWAY COMMISSION
SALEM OGN

HAVE NOT RECEIVED SEMI-FINAL ESTIMATE CONTRACT 1975 WHY HELD UP

50

R H STUART AND SONS
1149 A

REFERRED TO
BY SECRETARY

Please get information for reply
HWS

H. B. G.
Voucher sent to [illegible] on Sept. 21st.

ANSWERED
H. B. G.

Telephone Your Telegrams to Postal Telegraph

Postal Telegraph
Collect — day letter

R. H. Stuart & sons
Medford Oregon

Retel voucher sent to Secretary of State yesterday. Warrant should be ready within day or two

A.B. Hargin Secretary
State Bd of Control

Postal Telegraph — day letter
Collect

#1975

RECEIVED
SEP 22 1938
FOR FILING

18-1205

September 21, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 20, enclosing three copies of a notice of claim by Lorens Company for $186.58 against R. I. Stuart & Sons for work on the Klamath Falls Rock Production Project, being State Highway Contract No. 1975.

We have noted this claim in our records of this job, and are today sending copies of the notice thereof to the contractors and their surety, the General Casualty Company of America.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 2, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Ford Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim, in the sum of $186.58 against R. I. Stuart & Sons for materials furnished in connection with the performance of State Highway Contract No. 1975, Klamath Falls Rock Production Project on four state highways in Klamath County.

Inasmuch as you are the contractors' surety on this job, we enclose for your information and attention a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

Enl
cc - R. I. Stuart & Sons

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 21 1938
OREGON
STATE HIGHWAY COMMISSION

September 20, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Lorenz Company for $186.58 against the bond taken from R. I. Stuart & Sons, principal, and General Casualty Company of America, surety, for work on the Klamath Falls Rock Production project which as received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

E:FM
encs. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

usual replies
OPSS

COPY

LORENZ CO.
Wholesale

HARDWARE AND ALLIED LINES
Serving the midland empire

Klamath Falls, Oregon

September 19, 1938

To Secretary of State,
State of Oregon,
Salem, Ore.

Dear Sir:

Notice hereby is given that the undersigned, Lorenz Co., Klamath Falls, Ore., has a claim for materials furnished in the sum of one hundred eighty six and 58/100 dollars, ($186.58) against the bond taken from R. I. Stuart & Sons of Medford, Oregon and the General Casualty Company of America, Board of Trade Building, Portland, Oregon, for the work of the Klamath Falls Rock Production Projecton four state highways in Klamath County.

Signed:

LORENZ CO.

By E. M. IGL

E. M. Igl,
Secretary

EMI/RTP

Endorsed: File No. 2809
Filed September 20, 1938
EARL SNELL,
Secretary of State

RECEIVED
SEP 17 1938
FOR FILING

18-1205

September 16th, 1938

R. L. Stuart & Sons
Contractors
Medford, Oregon

Dear Sirs:

In answer to your protest against the charge of engineering on Contract No. 1975.

The 800 yards which you mention is legitimate reason for an extension of time which will be granted without penalty; therefore, 5 additional days will be given you, which is in the ratio of the increase to the original job.

The engineering costs for the actual time spent after the completion date on the job only are charged. Had you completed on time, the State would not have been put to this expense.

This is the practice being followed on all contracts, and no exception can be made in your case. When a contract is awarded we expect it to be completed on the definite date specified, and contractors must recognize this and make their plans accordingly.

Very truly yours,

State Highway Engineer

R

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

Sept. 14-1938

RECEIVED
SEP 15 1938
OFFICE
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem Oregon;

Gentlemen.

We think the Charges for for emgineering on Contract NO.1975 is excessive for delay.
The Fact that you asked us to get out about 800 yds. more than the contract called for should make some difaranse,
Also that your man was on other state work during part of this time.
And furough more we didnot delay your otxxxx work in useing the material for roadwork.

Hoping you will see your way to revise this charge.
we are yours truly

R I Stuart

R.I.Stuart & Sons

STATEMENT OF PAYROLL CHARGES FOR CONTRACT NO. 1975

KLAMATH FALLS ROCK PRODUCTION PROJECT

October 1, 1937 to August 2, 1938, Incl.

	Rate per Month	Oct., 1937		Nov., 1937		Dec., 1937		Jan. 1938		Feb., 1938		Mar., 1938	
		Days	Amount	Days	Amount	Days	Amount	Days	Amount	Days	Amount	Days	Amount
Resident Engineer	$250.00	3	$ 24.19	4	$ 33.33	5	$ 40.32	2	$ 24.19	-	$ --	1	$ 8.06
Transitman	170.00	-	--	2	11.33	5	27.42	2	10.97	-	--	-	--
Draftsman	170.00	-	--	-	--	-	--	-	--	1	6.07	-	--
Topographer & Levelman	150.00	-	--	-	--	-	--	1	4.84	-	--	-	--
Computer	150.00	1	4.84	1	5.00	-	--	3	14.52	2	10.72	-	--
Head Chain	120.00	-	--	2	8.00	5	19.35	3	11.61	-	--	-	--
Chainmen & Rodmen	100.00	-	--	2	6.67	7	22.58	7	22.58	-	--	-	--
Material Inspector	100.00	31	100.00	30	100.00	31	100.00	32	103.23	28	100.00	27	87.10
Axemen	90.00	-	--	-	--	2	5.81	-	--	-	--	-	--
Totals			$129.03		$164.33		$215.48		$191.94		$ 116.79		$ 95.16

	Rate per Month	Apr., 1938		May, 1938		June, 1938		July, 1938		Aug., 1938		Total Amount
		Days	Amount	Days	Amount	Days	Amount	Days	Amount	Days	Amount	
Resident Engineer	$250.00	3	$ 25.00	5	$ 40.32	-	$ --	-	$ --	1	$ 8.06	$ 203.47
Transitman	170.00	1	5.67	-	--	1	5.67	2	10.97	-	--	72.03
Draftsman	170.00	-	--	-	--	-	--	-	--	-	--	6.07
Topographer & Levelman	150.00	7	35.00	-	--	-	--	-	--	-	--	39.84
Computer	150.00	3	15.00	4	19.35	-	--	1	4.84	-	--	74.27
Head Chain	120.00	1	4.00	-	--	1	4.00	1	3.87	-	--	50.83
Chainmen & Rodmen	100.00	3	9.99	-	--	2	6.66	4	12.90	-	--	81.38
Material Inspector	100.00	30	100.00	31	100.00	30	100.00	31	100.00	2	6.45	996.78
Axemen	90.00	-	--	-	--	-	--	-	--	-	--	5.81
Totals			$194.66		$159.67		$116.33		$132.58		$ 14.51	$1,530.48
State Industrial Accident Insurance												13.01
Total Payroll Charges Oct. 1, 1937 to Aug. 2, 1938, Incl.												$1,543.49

#1975

RECEIVED
SEP 19 1938
FOR FILING

Oregon St. Highway Dept
Att: Mr. Glaisyer
Salem, Oregon
~~Portland Office~~

cc: Brisbine & Mansfield
Portland, Oregon

18-1205

September 16, 1938

R. I. Stuart & Sons
521 No. Fir Street
Medford, Oregon

RECEIVED
SEP 19 1938
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

Re: Bond No. 14644-A - R. I. Stuart & Sons, Medford, Oregon - Contract No. 1975 - Klamath Falls rock production project

Under date of September 8, you forwarded to our Portland office two checks, one in favor of the Cascade Powder Company for $115.35 and the other payable to the Lorenz Company for $196.12. These checks, we presume, are to cover the amounts owing the two companies mentioned for material furnished on the above described project, and we presume that you thought it necessary to send the checks to us in order to clear the Oregon State Highway Department's records, however, this is not necessary and we are returning the checks herewith and will request that you forward them on direct to the Cascade Powder Company and the Lorenz Company, sending a copy of your transmittal letter to Mr. H. B. Glaisyer, Secretary of the Oregon State Highway Commission, Salem.

We note from notice received from the Highway Department there is also a claim outstanding in the amount of $725.35 filed by J. M. Baker. We shall be interested to know when this amount will be paid to Mr. Baker. Mr. Glaisyer advises that the voucher for the semi-final estimate was being mailed to you on September 12 for signature. The semi-final payment will amount to $4,470.52, leaving a retainage of $1,235.01, according to Mr. Glaisyer. It would appear there is more than ample to take care of any outstanding claims that have been filed on this project, but we would like to have your advices indicating that all bills have been taken care of.

Yours very truly,

A. Panella
Surety Department

A. Panella
dp

NOTED
H. B. GLAISYER

REFERRED TO
McFarland
BY SECRETARY

#1975

RECEIVED
SEP 20 1938
FOR FILING
18-1205

September 15, 1938

R. I. Stuart & Sons,
Medford, Oregon.

Dear Sirs:

Receipt is acknowledged of your letter of September 12th requesting an extension of time on your contract No. 1975, Klamath Falls Rock Production Project in Klamath County.

You are advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

cc to W. R. Chandler.

Mr. Chandler:

Copy of their letter is attached hereto. Please advise of your recommendation.

H. B. Glaisyer.

RECEIVED
SEP 14 1938
FOR FILING

18-1225

Sept, 13, 1938

Mr. Glaisyer:

This particular contract is somewhat involved. Is Our No. 1975 - Klamath Falls Rock Production Project in Klamath County. The original date of completion was Sept, 30, 1937, and no extension was submitted until to day. On Sept, 6th we were preparing to make semi-final payment and surety was advised. However, I told the auditing dept. to hold the warrant. The office engineers dept. checked up and found that they had not retained enough on the semi-final to pay the engineering costs which H. G. Smith says will be assessed. A new semi-final estimate voucher is being mailed to them to day so their question should be answered when they receive the letter regarding this. It is true that the payment has been somewhat slow, but on the other hand they have been extremely slow in finishing the job, with an overrun of approximately one year.

J. McFarland.

NOTED
H. B. GLAISYER

RECEIVED
SEP 14 1938
FOR FILING
18-1225

Sept, 13, 1938

Mr. Glaisyer:

This particular contract is somewhat involved. Is Our No. 1975 - Klamath Falls Rock Production Project in Klamath County. The original date of completion was Sept, 30, 1937, and no extension was submitted until to day. On Sept, 6th we were preparing to make semi-final payment and surety was advised. However, I told the auditing dept. to hold the warrant. The office engineers dept. checked up and found that they had not retained enough on the semi-final th pay the engineering costs which H. G. Smith says will be assessed. A new semi-final estimate voucher is being mailed to them to day so their question should be answered when they receive the letter regarding this. It is true that the payment has been somewhat slow, but on the other hand they have been extremely slow in finishing the job, with an overrun of approximately one year.

J. McFarland.

NOTED
H. B. GLAISYER

#1975

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

RECEIVED
23 1938
State

8/21/38

Oregon State Highway Comm.
Salem, Oregon.

Gentlemen:—

I have paid the enclosed account in full.

This bill was greatly in excess of the amount that I think was due, however, you have chosen to use this as a ruling to withhold final payment on this job, and I need the money.

For the love of heaven, when do we get a final payment on this job?

Yours very truly
Gilbert Stuart
For R. I. Stuart & Sons.

4000+

S-A-1 10M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 15, 1938

[illegible] 13 1938

IN REPLY PLEASE REFER TO FILE NO.

General Casualty Company of America
Ford Knutson, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a communication from J. H. Baker, Klamath Falls, advising of his claim against R. I. Stuart & Son in the amount of $610 for explosives used by them in connection with their contract for furnishing crushed rock in stock piles on the Klamath Falls Rock Production Project in Klamath Falls, Contract No. 1975.

This information is given you inasmuch as you appear surety on the bond involved.

Very truly yours,

HBGlaisyer

Secretary

HBG:AM

cc - R. I. Stuart & Son
521 North Fir
Medford, Oregon

RECEIVED
SEP 13 1938
FOR FILING
18-1205

September 12, 1938

General Casualty Company of America
Seattle, Washington

Attention: Mr. A. Panella
Surety Department

Gentlemen:

We are in receipt of your letter of September 10th relative to the R. I. Stuart & Sons' Contract No. 1975, Klamath Falls Rock Production Project (Bond No. 14644).

With reference to the inquiry regarding the making of a semi-final payment, it is the policy of the Highway Commission, as soon as possible after the completion of the project, to make such payment based on the resident engineer's semi-final estimate and when circumstances justify reducing the retained percentage from 7½% to 3%. Final payment, including the retained 3%, is made after a final check of the project records has been made in the Salem office.

The voucher for the semi-final estimate for the above mentioned project is being mailed on this date to R. I. Stuart & Sons for their signature. The semi-final payment will amount to $4,470.52. There is being retained $1,235.01, which amount will represent the final payment subject to changes which may be made in the final check of the project records.

Very truly yours,

Secretary

Dict. by M. H. Milner/GS

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

September 10, 1938

RECEIVED
SEP 12 1938
OREG.
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary:

Gentlemen:

Re: R. I. Stuart & Sons - Contract No. 1975 - Klamath Falls Rock Production Project (our bond No. 14644)

We have for acknowledgment your letter dated September 6, in which you set forth that it is the intention of the Oregon State Highway Commission to make semi-final payments to the contractors on this project on or after September 16, 1938. Will you please advise us if semi-final payments mean part of the last estimate or do you refer to retainage? Our understanding is there will be a 7½% retainage withheld. We would like to know what this amounts to. Unless there has been a considerable over run, it should be in the neighborhood of $2,850 which should be more than sufficient to take care of the claims filed by Lorenz Company of Klamath Falls for $196.12 and the claim of J. M. Baker of Klamath Falls for $610.

Your statement referring to a semi-final payment would indicate to us that there has been some dispute between the Highway Department and the contractor regarding the final estimate. Is this correct? If so, we would like to have full particulars.

Thanking you for your cooperation.

Yours very truly,

A Panella
Surety Department

A. Panella
dp

REFERRED TO

Will you please prepare answer for me to sign
HBG

#1975

RECEIVED
SEP 10 1938
FOR FILING
18-1205

September 9, 1938

Mr. W. E. Chandler,
Division Engineer,
Bend, Oregon.

Dear Sir:

Reference is made to the R. I. Stuart & Sons, Contract No. 1975, Klamath Falls Rock Production Project in Klamath County.

The original completion date of this contract was September 30, 1937. We have no record of an application for extension of time. Will you please take the matter of an extension of time up with the contractors and forward your recommendation to this office. The application must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1975

RECEIVED
SEP 8 1938
FOR FILING
18-120

September 6, 1938

Lorenz Company

Klamath Falls, Oregon

Attention: Roy T. Premo

Gentlemen:

This acknowledges receipt of your letter of August 29, 1938, advising of your claim in the amount of $196.12 against R. I. Stuart & Sons in connection with their contract No. 1975 for the Klamath Falls Rock Production Project on four state highways in Klamath County.

In connection with this contract R. I. Stuart & Sons were required to furnish the state with a surety bond for the protection of labor and material claims and for all just debts, dues and demands incurred against the contractor. This bond was written by the General Casualty Company of America for whom Ford Knutsen is local agent with offices in the Board of Trade Building, Portland. I would suggest that you make a demand on the bonding company for the payment of your claim.

I would also suggest that you file notice of your claim with the Secretary of State as required by law in order to hold the bond responsible and liable subsequent to the expiration of a period of six months from date of completion of the project and acceptance of the same by the Highway Commission. The contract against which you are filing your claim has not as yet been completed. A copy of Chapter 280. Laws of Oregon, for 1931, is inclosed for your information in filing your claim.

In conformance with our usual practice I am today advising the bonding company and the contractor that your claim has been filed.

Very truly yours,

HBG:EM

Secretary

September 6, 1938

General Casualty Company of America
Ford Knutsen, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has received a letter from the Lorenz Company of Klamath Falls advising of its claim against R. I. Stuart & Sons in the amount of $196.12 against contract No. 1975 which is the Klamath Falls Rock Production Project on four state highways in Klamath County.

This information is given you inasmuch as you appear surety on the bond furnished by R. I. Stuart & Sons in connection with this job.

Very truly yours,

Secretary

HBG:AM
cc - R. I. Stuart & Sons
521 North Fir
Medford, Oregon

RECEIVED
AUG 30 1938
OREGON
STATE HIGHWAY COMMISSION

LORENZ CO.

HARDWARE AND ALLIED LINES
SERVING THE MIDLAND EMPIRE

KLAMATH FALLS, OREGON

August 29, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We wish to advise that we have a past due balance owing us from R. I. Stuart & Son of Medford, Oregon, in the amount of $196.12. This balance runs back into January and February of this year, and we are unable to receive any satisfaction from this account. The merchandise covered by this past due balance was furnished to Mr. Stuart for his highway job near Keno, Oregon.

We would appreciate very much your advice as to the proper steps to take in the collection of this account from the bonding company with whom Mr. Stuart is connected. Please advise.

Yours truly,

LORENZ CO.

By Roy T. Premo
Roy T. Premo

RTP/JS

There is no substitute for Quality

RECEIVED
SEP 8 1938
FOR FILING

18-1205

#1975

September 6, 1938

General Casualty Company of America,
Ford Kanteen, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. I. Stuart & Sons on Contract No. 1975, Klamath Falls Rock Production Project on four highways in Klamath County. This payment will be made on or after September 16th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 8 1938
FOR FILING

18-1205

August 29, 1938

Mr. J. H. Baker
P. O. Box 68
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 25, 1938, advising of a correction to be made in the claim filed against R. I. Stuart & Son, contract No. 1975.

We are correcting our records accordingly and are forwarding a copy of your letter and the corrected invoices to the surety on the bond furnished in connection with this contract.

Very truly yours,

HBC:AM

Secretary

REFERRED TO
SECRETARY

McFarland

August 29, 1938

General Casualty Company of America
Ford Knutson, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a letter and invoices received from J. M. Baker, Klamath Falls, regarding a correction to be made in the claim filed against R. I. Stuart & Son, Contract No. 1975.

This information is given you inasmuch as you appear surety on the bond furnished in connection with this contract.

Very truly yours,

HBG:AM

Secretary

J. M. BAKER

P. O. Box 68 CONCRETE MATERIALS PHONE 1300

PELICAN CITY ROAD

Klamath Falls, Oregon

◆

RECEIVED
AUG 26 1938
OREGON
STATE HIGHWAY COMMISSION

August 25, 1938

State Highway Commission
Salem
Oregon

Gentlemen:

We wish to make a correction of our claim filed with you on the R.I. Stuart & Son Contract No. 1975.

The claim for explosives should read Cascade Powder Company, by J.M. Baker; amounting to $115.35.

Enclosed find separate bill for the explosives and a receipt in full for shovel rental.

Yours very truly,

J M Baker

JMB/b

J. M. BAKER, President

CASCADE POWDER COMPANY
ATLAS EXPLOSIVES
P. O. Box 68, Klamath Falls, Oregon
Phone 1200

August 25, 1938

Sold to R.I. Stuart & sons
Address Medford, Oregon

Your Order No. Job 1975
Our Order No.
TERMS: 30 Days Net

Balance Due on Acc't.	$ 115.35

INVOICE

P. O. BOX [redacted] 68
KLAMATH FALLS, ORE.

PHONES
1280 - [redacted]

J. M.
[redacted] BAKER
CONCRETE MATERIALS

August 25, 1938
YOUR ORDER NO.

SOLD TO R. L. Stuart & Sons,
Medford,
Oregon

OUR ORDER NO.

DATE

TERMS:

EIGHT PER CENT CHARGED ON OVERDUE ACCOUNTS

21 Days Shovel Rental @ $28.00 $ [illegible].00

August 25th. 1938

Shovel Rental PAID IN FULL.

J. M. Baker

MBG:AM

Secretary

INVOICE

P. O. Box 68
KLAMATH FALLS, ORE.

PHONES
1200 [redacted]

J.M.
[redacted] BAKER
CONCRETE MATERIALS

SOLD TO R. L. Stuart & Sons,
Medford,
Oregon

August 25, 1938
YOUR ORDER NO.

OUR ORDER NO.

DATE

TERMS

EIGHT PER CENT CHARGED ON OVERDUE ACCOUNTS

61 Hrs. Shovel Rental @ $10.00	$ 610.00

August 25th. 1938.

Shovel Rental PAID IN FULL.

J. M. Baker

HBG:AM

Secretary

#1975

RECEIVED
AUG 18 1938
FOR FILING
18-1205

August 15, 1938

Mr. J. M. Baker
P. O. Box 68
Klamath Falls, Oregon

Dear Mr. Baker:

This acknowledges receipt of your letter of August 12, 1938, advising of the claim that you have against R. I. Stuart & Son in connection with their contract with the State Highway Commission for furnishing crushed rock in stock piles for the Klamath Falls Rock Production Project, in Klamath County, Contract No. 1975.

I am making a record of the claim in the files of the job under which it was incurred and am notifying the contractor and the surety of the same in accordance with the usual practice.

Very truly yours,

Secretary

HBG:AM

August 15, 1938

General Casualty Company of America
Ford Knutson, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a communication from J. H. Baker, Klamath Falls, advising of his claim against R. I. Stuart & Son in the amount of $610 for explosives used by them in connection with their contract for furnishing crushed rock in stock piles on the Klamath Falls Rock Production Project in Klamath Falls, Contract No. 1975.

This information is given you inasmuch as you appear surety on the bond involved.

Very truly yours,

Secretary

HBG:AM

cc - R. I. Stuart & Son
521 North Fir
Medford, Oregon

J. M. BAKER

P. O. BOX 68 **CONCRETE MATERIALS** PHONE [illegible]

PELICAN CITY ROAD

Klamath Falls, Oregon

◆

RECEIVED
AUG 15 1938
OREGON
STATE HIGHWAY COMMISSION

August 12, 1938.

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

"To Oregon State Highway Commission":

"Notice hereby is given that the undersigned J.M. Baker, has a claim for Shovel Rental in the amount of $610.00 and Explosives, for use in the Quarry, in the amount of $115.35, making a total of $725.35, against the Bond taken from the General Casualty Company of America, c/o Lord Knutson, Agent, Board of Trade Bldg., Portland, Oregon; for the work of furnishing crushed rock, in stock piles, for the Klamath Falls Rock Production on State Highways in Klamath County and known as Contract #1975.

R L Stuart & Sons

Yours very truly,

J. M. Baker

JMB/b

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

August 11th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. O. Smith

Dear Sir:

Resident Engineer Weaver advises that due to the fact the semi final estimate on the Klamath Rock Production Project, Contract #1975, will be submitted within the next few days no monthly estimate is being sent in at this time.

Very truly yours

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED
C. B. McCullough

RMS:f

cc-Mr. R. H. Baldock ✓

Mr. J. B. Weaver

Form 380—5M—6-37

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1938

Section Klamath Falls

Highway Green Springs

Contractor R. I. Stuart & Sons

Date of contract April 27, 1937

Date work started July 29, 1937

Amount of contract $38,250.00

Kind of work Rock production

Section prefix 18-1205

Contract number 1975

Date of completion Sept. 30, 1937

Estimated date of completion Aug. 2, 1938

Per cent of time elapsed 324 %

Estimated cost of completed project, exclusive of engineering $40,580.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3060.00, 8 %

Date project was completed Aug. 2, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All production on this project was completed on Tuesday, Aug. 2. All stock piles have been remeasured and work on the semi-final estimate has been started. This should be completed next week.

This report is final.

Signed JBWeaver

Address Box 838, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

RECEIVED

FI

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			20,900		
Estimated quantities moved or placed to date			20,900		
Average daily quantities			100		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						Supervision	1
Men and teams						Skilled	2
Men and trucks under 3 tons						Intermediate	4
Men and trucks over 3 tons						Unskilled	3
Men and tractors							
						Total	10

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors 1, Bull dozers ...., Sheet-foot rollers ...., Small Trucks, 2 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		Project Completed
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible] JOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2[illegible]
FOR FILING

18-1205

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
[illegible] 1938
[illegible]
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

July 28th
1938

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

I wish to advise that your Contract #1978, Klamath Falls Rock Production Project, expired September 30, 1937.

Will you please ask for a new completion date and accompany your request with the consent of your surety?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:T

cc-Mr. H. B. Glaisyer ✓

RECEIVED
AUG 2 1938
FOR FILING

18-1205

Cross Referenced To

13-1009

July 27, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

You are advised that the time limit on the following contracts in your division has expired;

18-1205 R. I. Stuart & Sons, No. 1975, Klamath Falls Rock Production Project. Expired September 30, 1937.

13-1009 Medford Concrete Construction Company, No. 1943, Valley Falls-Cinder Butte Section, in Lake and Harney Counties. The original completion date of this contract was May 31, 1937. The time limit was extended to November 1, 1937, with the provision that the contractors be charged for all engineering expense incurred from the original date of completion.

Please take the matter of further extension of time up with the above and forward us your recommendation. The applications for extension of time must be accompanied by the written consent of the surety on the bond furnished in connection with the contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUL 27 1938
FOR FILING

18-1205

#1975

July 25, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Seattle
Washington

Attention Mr. A. Panella

Gentlemen:

We thank you for your letter of July 23, advising that you had mailed a check in the amount of $290.30 to G. I. Stebbins Construction Company in payment of their claim against R. I. Stuart & Sons in connection with their contract No. 1975, Klamath Falls Rock Production Project, in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUL 25 1938
OREGON
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT
T. E. LOYNAHAN
VICE-PRESIDENT

July 23 - 1938

Oregon State Highway Commission,
Salem, Oregon

ATTENTION: H. B. Glaisyer,

RE: Bond No. 14644 - R. I. Stuart & Sons, State Highway Contract #1975

Gentlemen:

In regard to your letter of July 12 to our Portland office advising of the receipt of notice of claim by G. I. Stebbins against R. I. Stuart & Sons, we are today mailing G. I. Stebbins Construction Company a check in the amount of $290.30 from R. I. Stuart & Sons made payable to the General Insurance Co. of America and which has been endorsed over to G. I. Stebbins.

Very truly yours,

A Panella
Surety Department

A. Panella
vgh:

RECEIVED
JUL 14 1938
~~FOR FILING~~

18-1205

#1975

July 12, 1938.

Mr. G. I. Stebbins
G. I. STEBBINS CONSTRUCTION COMPANY
P. O. Box 149
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 7, giving notice of your claim in the amount of $290.30 against R. I. Stewart & Sons for equipment rented to them in connection with State Highway Contract No. 1975, Klamath Falls Rock Production Project. We are today notifying these contractors and their surety, General Casualty Company of America, for whom Ford Knutsen is agent with offices in the Board of Trade Building, Portland. It is suggested that you do the same.

In order further to protect your claim in case you do not secure satisfaction through the surety, it would be well for you also to notify the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 12, 1938

GENERAL CASUALTY COMPANY OF AMERICA
Ferd Knutsen, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice of claim by G. I. Stebbins against R. I. Stuart & Sons, in the amount of $290.30, for equipment rented to them in connection with the Klamath Falls Rock Production Project, being State Highway Contract No. 1975.

Inasmuch as you are the surety named by these contractors, we are hereby notifying you of this claim with the request that you give it your prompt attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - R. I. Stuart & Sons

G. I. STEBBINS CONSTRUCTION COMPANY
P. O. BOX 140 **CONTRACTORS** PHONES: 1647
RES. [illegible]
KLAMATH FALLS, OREGON

RECEIVED
JUL 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

July 7, 1938.

Oregon State Highway Dommission
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned has a claim for equipment rented to R.I.Stewart & Sons in the sum of two hundred ninty dollars and thirty cents ($290.30) That said equipment was used exclusively on State Highway Contract No.1975, a nd against the bond taken from The General Casuality Company of America, for the work of ~~f~~ furnishing crushed rock in stock piles, for the Klamath Falls Rock Production on State Highways in Klamath County and known as Contract # 1975.

Yours truly

G.I.Stebbins

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
1938
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

May 3rd, 1938

18-1205

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. U. Smith

Dear Sir:

We are in receipt of the enclosed communication from Resident Engineer Weaver relative to fencing state owned quarry consisting of 11.13 acres as shown by Drawing #IRI-663 enclosed herewith. This quarry is being used by R. I. Stuart & Sons, Contract #1975, Klamath Rock Production project.

We have no information on file here to determine whether or not the state is obligated to fence the quarry as Mr. Spencer claims was agreed in the purchase. The only information we have shows that this property is being leased and the lease will expire April 20, 1960. If this property is to be fenced please advise and we will send in a State Force Work Order to cover same.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-J. B. Weaver

Encl.

FORM 8-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

6

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

18-1205

April 25th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Devers has requested that standard right of way posts be set at the corners to the quarry site near Dairy on the Klamath Falls-Lakeview Highway. This is at the request of the attorney who is handling the case for R. I. Stuart & Sons for the loss of several sheep by the eating of dynamite. The boundary lines should be plainly marked in the vicinity of the quarry by frequent stakes.

Please submit a survey order to cover this.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. B. Weaver

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

55 55

18-1205

March 16th
1938

RECEIVED
1 1938
STATE HIGHWAY COMMISSION

Mr. J. B. Beaver
Resident Engineer
State Highway Department
Klamath Falls, Oregon

Dear Sir:

Reference is made to the Construction Engineer's letter under date of March 15th requesting that arrangements be made with L. R. Stuart & Sons for the purchase and stockpiling of:

500 Yards of 3/4" - 1/2"
300 " " 1/2" - 1/4"

Material to be stockpiled at approximate Mile Post 34.6 on the Green Springs Highway and to come from their set-up near Spencer Station.

Please prepare, and secure the signature of the above mentioned contractors, six (6) copies of Price Agreement covering these items, forwarding same to this office for approval.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

Dictated by
R. M. Smith/F

cc-Mr. R. H. Baldock ✓
Mr. K. D. Lytle
Mr. J. G. Bromley

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. DOU VELLE, JACKSONVILLE

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

66 66

March 15th, 1938

IN REPLY PLEASE REFER TO FILE NO.

18-1205

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Will you kindly endeavor to make arrangements with I. R. Stuart & Sons for the production of the following material in stockpile at M.P. 34.6, to be used in Mr. Lytle's division, from their setup near Spencer Station.

500 yards 3/4" - 1/2"
200 " 1/2" - 1/4"

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle
J. R. Weaver
J. G. Bromley

FORM 461 P. 8-36 10M

RECEIVED
FEB 23 1938
FOR FILING
[illegible]

#1975

RECEIVED
FEB 18 1938
OREGON
STATE HIGHWAY COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8881

6TH FLOOR YEON BUILDING
Portland, Oregon

February 17, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: R. I. STUART & SONS
Medford, Oregon

It is our understanding that R. I. Stuart & Sons have been awarded a crushing job, #1975, by the Highway Commission.

We anticipate furnishing petroleum products on this operation and shall therefore appreciate your completing the attached questionnaire and returning it in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

District Credit Supervisor

LHarbison:b

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 27 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 9 1937
FOR FILING
18-1265

IN REPLY PLEASE
REFER TO FILE NO.

September 25th
1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Enclosed herewith is copy of a letter received from Mr. J. B. Weaver, Resident Engineer at Klamath Falls.

This change of source of material is to an old commercial plant belonging to Mr. H. D. Miller. This plant, I think, is operating very little at the present time, if at all. The rock has been used many times before and there is no question of the suitability of it.

This contract is let under Specification "A" in which a definite location is given for each stockpile site and a price for the delivery, including haul of the materials in each site. It is my opinion that we can allow the contractor to change the source of material to suit himself, within reason, as long as it is suitable into the specified piles. Now, there is an adjustment of haul provision in this contract. This adjustment of haul is due to an anticipated change in stockpile location. This is a change in the source of material which will, to a small extent, change the yard miles of haul.

As to whether or not the adjustment, if applied on this change in source of material, will show to the benefit of the contractor or to the benefit of the State I do not know at the present time as I do not have the exact mile posts at this new source of material. The point is simply this; does this adjustment in haul apply when the source of material is changed.

Will you please advise us if we shall allow the contractor to do as he requests.

I have just looked on the 400' - 1" map and this old quarry is located west of the old highway at Station 104+94.7 or about Mile Post 281.5.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 5-B-1 1300 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 3 0 1937
FOR FILING
18-12.05

July 26th
1937

Southern Pacific Company
Dunsmuir
California

Attention: Mr. M. L. Jennings, Div. Supt.

Re: File #312 - Request for Temporary Permit
to Contractors R. I. Stuart & Sons
on State Highway Contract #1975.

Dear Sir:

Please see our letter of July 21, 1937, which we wish to correct as follows:

The location should have been noted as "1 Mile northeast of the Town of Dairy" instead of "1 Mile northwest of Bly". The Contract Number referred to as 1974 should have been Contract No. 1975, and permit should be extended to include the balance of this year.

Messrs. R. I. Stuart & Sons hold two contracts for the production of maintenance material in this locality, No. 1974 and No. 1975. The work on No. 1974 which was entered into first, is approximately 65% complete and they have made no setup on Contract 1975, for which this permit is requested.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. H. C. Smith
Mr. J. M. Devers
Mr. J. B. Weaver
Messrs. R. I. Stuart & Sons

RECEIVED
JUL 2[illegible] 1937
STATE HIGHWAY COMMISSION

RECEIVED
MAY 22 1937
FOR FILING

18-1205

May 21, 1937

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to you on April 27, 1937:

Contract No. 1974, for furnishing crushed rock in stock piles on the Klamath Falls-Lakeview Highway, Beatty-Bly Section, in Klamath County;

Contract No. 1975, for furnishing crushed rock in stock piles on state highways in Klamath County, being known as the Klamath Falls Rock Production Project.

These copies are for your records and files.

Yours very truly,

Secretary

MBL

18-1205

CROSS REFERENCE SHEET

RECEIVED
MAY 13 1937
FOR FILING

Name or Subject

File No.

Regarding General America Companies to Glaisyer: Date May 12, 1937

Re. R. I. Stuart & Sons, Medford, Oregon

Contract- #1975	On the State Highway in Klamath County, Klamath Falls Rock Production Project Section- furnishing 20,100 Cu. Yds. crushed rock in Stockpiles.
Contract- #1974	On the Klamath Falls-Lakeview Highway ih Klamath County, Beatty-Bly Section- furnishing 5,700 Cu. Yds. crushed rock in Stockpiles.

We have today mailed the two above mentioned contracts in quadruplicate to you by express.

SEE

Name or Subject

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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RECEIVED
MAY 3 1937
FOR FILING
18-1205

May 1, 1937.

Mr. Clarence D. Porter, Manager
Fidelity and Deposit Company
Failing Building
Portland, Oregon

Dear Clarence:

Responding to your letter of yesterday, I am pleased to advise that the bidder's bond submitted with R. I. Stuart & Sons proposal for the Klamath Falls Rock Production Project in Klamath County, was written by the General Casualty Company of America through Ford Knutson who signs as Attorney-in-Fact.

Yours very truly,

HBG:MC

Secretary

PARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

RECEIVED
MAY 1 - 1937
OREGON
STATE HIGHWAY COMMISSION

April 30, 1937

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Herb:

R. I. Stuart and Sons were low bidders on the Klamath rock production project, in Klamath County. I wonder if you can tell me who furnished their bid bond?

Very truly yours,

Clarence D. Porter
Clarence D. Porter,
Manager.

CDP:D

RECEIVED
APR 30 1937
FOR FILING
18-1205

April 29, 1937

R. I. Stuart & Sons
217 Apple Street
Medford, Oregon

Gentlemen:

The State Highway Commission on April 27, 1937, awarded to you the contract for furnishing crushed rock in stock pile on the Klamath Falls-Rock Production Project on The Dalles-California Highway in Klamath County, based on your low bid of $38,250.00.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AH

FORM-6-G-1 22770 5M 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

CC 18-1205 CC

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 24 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 22nd
1937

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are submitting herewith the following estimate for the comparison of bids on the Klamath Falls Rock Production Project, Klamath Falls Section:

Item No		Item		Unit Price	Amount
1	1½" – 3/4"	Crushed Rock in Stockpile	300 c. y.	2.30	690.00
2	3/4" – ½"	Crushed Rock in Stockpile	9000 c. y.	2.20	19,800.00
3	½" – ¼"	Crushed Rock in Stockpile	8700 c. y.	2.30	20,010.00
4	¼" – 0"	Crushed Rock in Stockpile	2100 c. y.	1.00	2,100.00
		Preparation of Stockpile Sites, Lump			600.00
		Purchase, Haul and Stockpile Screen Rejects, Lump			1,500.00
		Total amount of Estimate			$ 44,700.00

Very truly yours,

WM. R. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

FORM 8-8-1 1800 7-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

RECEIVED
FEB 22 1937
STATE HIGHWAY COMMISSION

February 15, 1937

12-217

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

> Concerning the Klamath Falls Rock Production Project, all this material will be needed for 1937 plant patching and oiling and we are short of material all over that district.
>
> We probably need the material the least at Bly and the next in importance would be Klamath Falls Junction, the next set up on Green Springs and then the set up at Dairy and most important of all, the set up at Klamath Falls. However, I doubt very much if there will ever be a set up made at Klamath Falls for if the commercial plant, that is Dunn and Baker, do not get the contract on the whole project, they will at least make arrangements to furnish the set up at Klamath Falls, and it is entirely possible that the material at Dairy might be hauled by train from Klamath Falls.
>
> It appears to me that our time limit as mentioned in the specification is not far from being correct, although it could be extended to September 31, 1937.
>
> You mention dividing the contract in parts, this could be done. There would then be a possibility of two separate contractors getting the work. If this were done I would advise having it include the Klamath Falls proper set up, plus the Dairy and the other three to go in the other

part. Contract No. 1 would be the Klamath Falls and Dairy set up and Contract No. 2 would be Green Springs, Klamath Falls Junction and Bly set up. I think this would be a good arrangement.

Concerning the arrangement with the Board of City Park Commissioners in Klamath Falls, as advised before this was sent by error direct to the Salem office by Mr. Kelleyso that we do not have a copy of this lease arrangement, but since being advised by your office of this arrangement I would advise that this matter be explained in the contract proposal so that the contractor will know that he will have to secure set up ground other than that specified. All the State would furnish would be the right to take material.

This matter concerning the Board of City Parks of Klamath Falls is mentioned in your letter of February 12, but for your information the following paragraph is taken from a letter written by Kr. Kelley to Mr. Devers, the letter is dated January 15, 1937:

"Quarry File 468: Enclosed herewith is tracing of the Moore Park Quarry showing also a proposed stockpile site adjacent to the quarry.

We have obtained and submit herewith a ground lease covering the stockpile site. We submit also a letter signed by the Chairman of the Park Board and President of the General Sand and Gravel Company, parties to the agreement of May 22, 1936, intended to modify said agreement to the extent of permitting us to enter the quarry for the purpose of producing material for our present needs. If you should consider that the letter does not accomplish this purpose, you will please prepare and forward for signature of the parties such documents as you deem necessary. Park Board members have indicated their willingness to extend the agreement to June 27, 1938 in the event their agreement with said Gravel Company is terminated before this time. Signature to the enclosed papers by Park Board Secretary has not been obtained as he has moved from the city and according to charter provisions, can not serve. His successor has not been appointed. Minutes of Park Board meeting of January 14, 1937 authorize and approve these transactions."

I would suggest that you secure Mr. Devers entire file as sent to him by Mr. Kelley. This proceedure of Mr. Kelley's was entirely out of line and I assure you this mix up will not occur again.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
cc R. H. Baldock

FORM 5-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 13 1937
FOR FILING

18-1205

February 12th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In connection with the Klamath Rock Production Project, I note on the ground lease from the Board of City Park Commissioners that a portion of the lease pertaining to the erection of machinery has been stricken out and that the contractor has no right to erect his plant on these grounds.

Will you kindly advise how you propose to work this quarry and whether or not something should be added to the specifications so that the contractors will be fully advised of the circumstances under which this lease is obtained.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
J. W. DeSousa

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 12 1937
FOR FILING
18-1205

February 10th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Assistant Engineer

Dear Sir:

In regard to the Klamath County Rock Production Project, it would seem that the time limit specified is very short for this amount of work, and that the project should either be divided into two parts or you should advise where the rock is most needed, giving dates when certain amounts of rock should be stockpiled at the various piles.

Please advise whether this rock is needed for 1937 use and give your recommendations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM S-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 9 1937
FOR FILING

18-1205

February 6th, 1937

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Commission approved a maintenance project in the amount of $81,000 in the vicinity of Klamath Falls on the 18th of November, 1936. Since then we have received stockpile sites and quarry descriptions from C. C. Kelley, but have never received estimates of cost or specifications from you.

Kindly advise the status of this project. If it is desired that it be let at the March meeting, it must be forwarded within the next few days.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT # [redacted] 1976

20-1021 Rainrock-Greenleaf Creek Sec.
Siuslaw Hwy.
1937

3197

#1976

RECEIVED
AUG 5 1937
FOR FILING
20-1021

August 3, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1976 for the construction of the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 13, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,788.12, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM B-H-5 2M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 30 1937
FOR FILING
20-1021

July 28, 1937

Mr. Fred E. Smith
Attorney at Law
Suite 445-6 Miner Building
Eugene, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the twelfth instant addressed to the State Highway Commission, which has just come to the attention of this office, relative to certain damages sustained by Mr. R. E. Dibble on what you describe as the Lake Creek Highway between Deadwood and Indian Creek.

We believe that your communication refers to work being done under our contract No. 1876 covering the Rainrock-Greenleaf Creek Section of the Siuslaw Highway, Babler Brothers, contractors.

In response to your inquiry we may advise that the principal clauses in our contract which would relate to claims of the nature in question are as follows:

"Provision for Traffic

"Unless otherwise specified in the special provisions, the work to be done by the contractor shall include the work of making adequate and thoroughly satisfactory provision for the traffic carried by such private and public roads, highways and streets as are traversed, crossed or interfered with in any way by the new construction. This work will include the furnishing of whatever labor, materials, tools and equipment may be necessary to provide and maintain suitable roadways over which to handle the traffic, and the furnishing of whatever labor, materials, tools and equipment, including flagmen, lights, barricades, warning signs, et cetera, as may be necessary to satisfactorily control, guide, protect and safeguard the traffic.

"No direct payment will be made to the contractor for any part of the work of providing for traffic as hereinbefore specified. Compensation for the same shall be understood to be included in the payments which the contractor will receive for other work to be done under the contract."

"Responsibility for Damage, Injury, Etc.

"The contractor shall be responsible for all damage to property, injury to persons and loss, expense, inconvenience and delay that may be caused by or that may result from the carrying out of the work to be done under this contract or from any act, omission or neglect of the contractor, his subcontractors or his employes.

"The contractor shall indemnify and save harmless the State, State Highway Commission, State Highway Engineer, and all employes of the State Highway Commission from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience or delay, received or sustained by any person or persons, which damage, injury, loss, expense, inconvenience or delay may have been caused by or may have resulted from the carrying out of the work to be done under the contract, or from any act, omission, or neglect of the contractor, his subcontractors or his employes. In case there should be any such suits or actions, so much of the money due to the contractor under and by virtue of the contract, as shall be considered necessary by the engineer, may be retained by the State Highway Commission until such suits or actions shall have been settled or until the interests of the State, or of the persons concerned, have been otherwise satisfactorily protected."

"Barricades, Detour Signs, and Watchmen

"The contractor shall erect suitable barricades wherever it is necessary to protect the traveling public or to keep traffic from injuring the work. He shall also provide suitable warning signs, danger signals and signs to direct traffic. All barricades and other obstructions shall be illuminated at night with lights which shall be kept burning from sunset until sunrise.

"Where there is danger of barricades being torn down and the work seriously injured by trespassers, or where conditions are such that traffic will not handle itself without congestion, the contractor shall furnish such number of flagmen and watchmen as may be required to properly protect the work and to adequately handle the traffic."

You will note from these clauses that the responsibility, if any exists, is that of the contractor on the project, and we are forwarding your letter of the twelfth instant, together with a carbon copy of this letter, to

Babler Brothers for such further handling as may be indicated. We are sending you herewith a carbon copy of our letter to Babler Brothers.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AN
cc Babler Brothers
2407 N. W. 28th Ave.
Portland, Oregon
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. E. D. Lytle

FORM 2H-1 3M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

July 28, 1937

Babler Brothers
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

Herewith we hand you original copy of letter received from Mr. Fred E. Smith, Attorney at Law, Suite 443-6 Miner Building, Eugene, Oregon, relative to claim by R. H. Dibble for damages claimed to have been sustained on what is designated as the Lake Creek Highway between Deadwood and Indian Creek on July 3, 1937. We understand this letter to relate to work done under your contract No. 1976 covering the Rainrock-Greenleaf Section of the Siuslaw Highway in Lane County.

We also hand you herewith copy of our letter of acknowledgment to Mr. Smith, which communication contains certain extracts from your contract with the State Highway Commission.

The matter is referred to you for such further attention as may be merited under the circumstances.

Yours very truly,

J. M. DEVERS

By

J. F. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. Fred E. Smith
Mr. R. H. Baldock
Mr. H. G. Smith
Mr. K. D. Lytle

c
o
p
y

FRED E. SMITH
Lawyer
Eugene, Oregon
July 12, 1937

State Highway Commission
Salem, Oregon

Gentlemen:

On July 3, 1937, the Babbler Construction Company, while engaged, I understand, in road construction work under contract with you, were operating a sweeping machine on the Lake Creek Highway between Deadwood and Indian Creek. Six or eight miles of back of where the driver was sweeping, I understand, a sign warning the public of construction work was located, however, my client, Mr. R. H. Dibble drove into the highway between this sign and where the sweeper was in operation, consequently had no knowledge of construction being under way. There was considerable traffic on the highway so that the air was quite cloudy with dust and all of a sudden, and before Mr. Dibble could stop his car, a huge cloud of dust, created by the sweeper in front of him rolled up and he crashed into the sweeper, practically demolishing his 1936 Dodge Sedan, and somewhat injuring three persons in his car.

I understand that the contract you make with road constructors requires them to suitably warn the public of their operations, and we think the contractor, in the exercise of reasonable care, should, under the conditions then present, have placed a watchman to his rear to warn drivers of danger.

I would appreciate it if you would advise me if my understanding of the contract requirements is correct, and I would also appreciate it if you would place this matter before the Babbler Construction Company for the purpose of seeing if we may arrive at a settlement without litigation. If we could get a hundred dollars, I think my client would settle the claim and forego any claims for personal injuries, although I would have to secure my client's consent to such settlement, if obtainable.

Thanking you in advance for your courtesy, I am

Yours truly,

FES:IH

(Sgd.) Fred E. Smith

#1976

RECEIVED
JUL 23 1937
FOR FILING
20-1021

July 21, 1937

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Bros. on Contract No. 1976, Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County. This payment will be made on or after July 31, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-36

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 19, 1937

Section Rainrock - Greenleaf Creek

Kind of work O&S Oil Mat Surface Treatment

Highway Siuslaw

Section prefix 20 - 1021

Contractor Babler Bros.

Contract number 1976

Date of contract April 27, 1937

Date of completion July 31, 1937

Date work started June 11, 1937

Estimated date of completion July 8, 1937

Amount of contract $ 29,639.00

Per cent of time elapsed 81/95 85 %

Estimated cost of completed project, exclusive of engineering $ 28,781.17

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 929.02, 3.13 %

Date project was completed July 8, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

In office this week on checking quantities for semi-final estimate, completed the same and sent in to division office Friday.

Rock Simpson, Street Inspector, transferred to V.H.Coffee Monday.

FINAL REPORT

NOTED
H. N. HACKETT

RECEIVED
JUL 1 1937

NOTED
RAY WEBBER

Signed Johnston Res. Engr.

Address P.O.Box 513, Eugene, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				16.31	
Miles partially completed					
Miles completed				16.31	
Total estimated quantities				576.68T.-7468.5 CY	
Estimated quantities moved or placed to date				" "	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 22 1937
FOR FILING
20-1021
1976

May 21, 1937

[illegible] BROS.
3407 N. E. 28th Avenue
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of each of the following contracts which were awarded to you on April 27:

Contract No. 1976, Rainrock-Greenleaf Section of the Siuslaw Highway, in Lane County;

Contract No. 1973, Valley Falls-Cinder Butte Section of the Lakeview-Burns and Fremont Highways, in Harney and Lake Counties.

These copies are being sent you since you are named surety on the bonds furnished by the contractors, and are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

Seattle 19 2-7-36 10M

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.

GENERAL AGENT

[redacted]

300 CENTRAL BLDG. SEATTLE, WASH.

RECEIVED
MAY 3 1937
OR FILING

20-1021

May 1, 1937

RECEIVED
MAY 3 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

In re: Contract #1976, Babler Bros., Improvement Siuslaw Highway, Lane Co., Rainrock-Greenleaf Creek Section.

We are sending you under separate cover four copies of the contract and bond which have been executed by the contractors and signed by ourselves on behalf of the surety company, which we trust that you will receive in due and proper time and will meet with your approval.

Will you kindly send the surety company's copy of these contracts and bonds to our office?

Yours very truly,

McCOLLISTER & CAMPBELL, INC.

By D.H.McCollister

DHM/H

U S F & G
FORTIETH
YEAR

RECEIVED
APR 30 1937
FOR FILING

20-1021

April 29, 1937

Babler Bros.
2407 N. W. 28th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 27, 1937, awarded you the contract for oil mat surface treatment on the Rainrock-Greenleaf Creek Section of the Siuslaw Highway in Lane County, based on your bid of $29,639.00 using tar.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AM

FORM 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 22 1937
FOR FILING
28-1021

RECEIVED
APR 22 1937
OREGON
STATE HIGHWAY COMMISSION

April 21, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. SMITH

Dear Sir:

Am sending you herewith a revised estimate for the cost of the oiling on the Rainrock-Greenleaf Creek section of the Siuslaw Highway.

The last price we had on the Gasco was $17.50 which I used in the estimate which was sent in yesterday. However, I have been advised by the maintenance department that the price of number 2 Gasco is $15.00 per ton, and I have revised our estimate accordingly, altho I am not sure that No. 2 Gasco is the type called for in the specifications on this job.

Very truly yours,

K. D. Lytle RBS.
K. D. LYTLE
Division Engineer

KDL:lc

cc: R. H. Baldock ✓

K. B. Lytle, Division Engr.

DIVISION ENGINEER'S

ESTIMATE OF COST

RAINROCK-GREENLEAF CREEK SECTION
SIUSLAW HIGHWAY

Bids to be received April 27, 1937.

Item No.	Item	Quantity	Unit Price	Amount
1	Preparation of Base	16.21	$ 100.00	$1621.00
2	Placing Mineral Aggregate	7000 C.Y.	1.20	8400.00
3	Hauling Mineral Aggregate	16,000 Yd. Mi.	0.16	2560.00
4	Emulsified or Cutback Asphalt	380 tons	28.00	10,640.00
5	Sprinkling	200 M-Gal.	2.50	500.00
6-a	No. 3 Road Oil in Place	300 Tons	27.50	8,250.00
6-b	Tar in Place	356 Tons	25.20	8,971.20

a. Estimate (using Road Oil) $31,771.00

b. Estimate (using tar) [illegible]

(Item 6-a is an alternate for Item 6-b)

Revised
April 21, 1937

FORM 5-A-1 10M 10-36.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 2 4 1937
FOR FILING

March 20th, 1937

20-1021

NOTED
State Highway Engineer

RECEIVED
MAR 2 2 1937
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In accordance with your suggestion, I have changed the quantities on the oiling of the Rainrock-Greenleaf Creek Section using the old double seal instead of the single. This will give us a better job on this section than the original specifications.

I have not re-written the entire specifications but am sending only the table of details, computation of quantities, tabulation of quantities and estimate of cost. These should be substituted for the original.

The change will necessitate the following revision of my original specifications.

Page 2. Change binder course to provide that either emulsion or cutback can be used by the contractor.

Page 3. Substitute new table of details submitted herewith.

Page 4. Under "Size and Quantities of Aggregates" make the following changes:

3/4"-1/2"	Materials	3800	Cubic	Yards
1/2"-1/4"	"	2000	"	"
1/4"-0"	"	1200	"	"

Page 4. Under "Measurement & Payment" the pay items should be listed as shown on attached tabulation of quantities.

Very truly yours,

K D Little
K. D. LITTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

KDL:AF

FORM 3-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

20-1021

February 18th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Rainrock-Greenleaf Creek oiling will be let at the April letting. Will you kindly submit plans and specifications as soon as possible.

The Wilson Ranch-Scottsburg Section, to consist only of surfacing and oil rock, will be placed under contract at the same letting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT#1977

FA 180-F Short Sand Beach Cr. Sec., 1937
Oregon Coast Hwy.

1977

RECEIVED
SEP 28 1938
FOR FILING

180-7

#1977

September 28, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 26, 1938, enclosing notice of payment of claim of Atlas Powder Company, in the amount of $2,742.87, against Ray L. Houck, in connection with Contract No. 1977 with the State Highway Commission for the grading of the Short Sand Beach Creek Section of the Oregon Coast Highway in Tillamook County. We are notifying the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - Ray L. Houck

MBL

September 28, 1938

GREAT AMERICAN INDEMNITY COMPANY
    c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notice to the effect that the claim of the Atlas Powder Company against Roy L. Houck in connection with State Highway Contract No. 1977, Short Sand Beach Creek Section of the Oregon Coast Highway, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Roy L. Houck

REFERRED TO

RECEIVED
SEP 27 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 26, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There is enclosed for your information a copy of notice of payment of the claim of Atlas Powder Company for $2742.87 against the bond taken from Roy L. Houck which was forwarded to this office by Bush & Simpson, Attorneys, San Francisco.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 1

REFERRED TO
BY SECRETARY

NOTICE OF PAYMENT OF CLAIM OF
ATLAS POWDER COMPANY

To the State of Oregon,
Office of the Secretary of State:

You are hereby notified that the undersigned, ATLAS POWDER COMPANY, a corporation organized and existing under the laws of the State of Delaware, having its principal place of business in the City of Wilmington, in said state, has received payment in full of its claim for Two Thousand Seven Hundred Forty Two Dollars and Eighty Seven Cents ($2,742.87) from ROY L. HOUCK of Salem, Oregon, for materials supplied for the construction of a highway under project F. A. P. 180-F, Short Sand Beach Creek Section of Oregon Coast Highway, Nehalem, Oregon State Contract No. 1977.

Dated: September 23, 1938.

ATLAS POWDER COMPANY

By B. O'Donnell
Auditor

NOTICE OF PAYMENT OF CLAIM OF ATLAS POWDER COMPANY Dated: September 23, 1938.

#1977

RECEIVED
SEP 23 1938
FOR FILING

180-7

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

PACIFIC DEPARTMENT

WILLIAM H. KOOP
PRESIDENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

OREGON CLAIM DEPARTMENT
409 FAILING BUILDING
ATWATER 7307

PORTLAND, OREGON

September 22nd, 1938

RECEIVED
SEP 23 1938
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Ore.

Gentlemen:

Attention - Mr. Glaisyer

In reference to your letter of the 19th inst., concerning Roy L. Houck and the Atlas Powder Co., we have looked into this matter and find there is a dispute between the parties as to the amount of the bill, that being the reason why the Atlas Company has filed against the bond.

Mr. Houck's financial condition is good and he is able to pay. We have advised him to pay this amount, then pursue his remedy by law.

Yours very truly,

Earl A. Fewless

Earl A. Fewless, Adjuster

EAF/B

NOTED
F B GLAISYER

#1977

RECEIVED
SEP 19 1938
FOR FILING
180-7

September 19, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 17, enclosing three copies of a notice of claim by Atlas Powder Company for $2,742.87 against Ray L. Houck for work on the Short Sand Beach Creek Section of the Oregon Coast Highway in connection with State Highway Contract No. 1987.

We have noted this claim in our records of this job and are today sending copies of the notice thereof to the contractor and his surety, Great American Indemnity Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MRL

EARL SNELL

September 19, 1938

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Atlas Powder Company against Roy L. Houck in the sum of $2,742.87 for blasting materials furnished in connection with grading for the construction of a highway known as Short Sand Beach Creek Section of the Oregon Coast Highway, being State Highway Contract No. 1977.

Inasmuch as you are surety for the contractor on this job, we enclose, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Roy L. Houck

#1977

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 19 1938
OREGON
STATE HIGHWAY COMMISSION

September 17, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Atlas Powder Company for $2742.87 against the bond taken from Roy L. Houck, principal, and Great American Indemnity Company, surety, for work on the Short Sand Beach Creek Section of the Oregon Coast Highway, contract No. 1977, which was received from Bush & Simpson, Attorneys, Standard Oil Building, San Francisco, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs [illegible]
BY SECRETARY

prepare usual letter

COPY

RECEIVED
SEP 19 1938
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM OF ATLAS POWDER COMPANY

To the State of Oregon,
Office of the Secretary of State:

Notice hereby is given that the undersigned, ATLAS POWDER COMPANY, a corporation organized and existing under the laws of the State of Delaware and having its principal place of business in the city of Wilmington, in said state, has a claim for blasting materials and supplies in the sum of Two Thousand Seven Hundred Forty Two Dollars and Eighty Seven Cents ($2,742.87) against the bond taken from ROY L. HOUCK of Salem, Oregon, as principal, and the GREAT AMERICAN INDEMNITY CO., a corporation, as surety, for the work of grading for the construction of a highway under the project known and designated as F. A. P. 180-F, Short Sand Beach Creek Section of Oregon Coast Highway, Nehalem, Oregon, State Contract Number 1977.

Dated: September 15, 1938.

ATLAS POWDER COMPANY

By R. O.Donnell
Auditor

NOTICE OF CLAIM OF ATLAS POWDER COMPANY

Dated: September 15th, 1938.

Endorsed: File No. 2817
Filed September 17, 1938
EARL SNELL,
Secretary of State

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

RECEIVED
SEP 15 1938
FOR [illegible]

(00)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1938 SEP 14 PM 4 08

PRH107 39 5 EXTRA=SANFRANCISCO CALIF 14 338P

SECRETARY OF STATE=

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		☒ FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

FA 180-F

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 15, 1938

BUSH & SIMPSON
STANDARD OIL BUILDING
SAN FRANCISCO, CALIFORNIA

DESIGNATION FOR FAP 180-F STATE CONTRACT NO. 1977 IN YOUR TELEGRAM

CORRECT. ACCEPTED MARCH 24, 1938.

R. H. BALDOCK

THE COMPANY WILL A[illegible]ATE SUGGESTIONS FROM ITS PATRONS CONCE[illegible] ITS SERVICE 1201-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

RECEIVED
SEP 15 1938
FOR FILING

(00)

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LC = Deferred Cable
- NLT = Cable Night Letter
- Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Ore., Tel. 3171

1938 SEP 14 PM 4 08

PRH107 39 5 EXTRA SANFRANCISCO CALIF 14 338P

SECRETARY OF STATE

PLEASE REPLY COLLECT WESTERNUNION CORRECT DESIGNATION OF JOB FAP 180-F SHORT SAND BEACH CREEK SECTION OF OREGON COAST HIGHWAY AT NEHALEM, CONTRACTOR ROY L. HOUCK, SALEM, OREGON. ALSO DATE OF ACCEPTANCE OF WORK.

BUSH AND SIMPSON STANDARD OIL BLDG SANFRANCISCO CALIF.

FAP 180-F.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

RECEIVED
SEP 17 1938
FOR FILI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 19 1938

IN YOUR REPLY PLEASE REFER TO FILE NO. 180-F

August 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our field auditor has called attention, in connection with Oregon F.A.P. 180-F, the Short Sand Beach Creek section of the Oregon Coast Highway, to the fact that your method of computation of engineering salaries assessed against the contractor for non-completion within the contract time differs from the method used in making charges against the project accounts.

The difference reduces the participating cost of the project, and while no reduction in payment on F.A.P. 180-F will result, reductions on other vouchers probably will be necessary if the two methods are consistently used.

We believe one method of computing engineering salary charges for partial months should be adopted and used in all cases involving this item when Federal participation is anticipated; i.e., all salary charges against the project during the penalty period should be the items chargeable against the contractor and this same amount shown as a deduction in the PR-20 voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Noted
[illegible]

#1977

RECEIVED
MAY 2 1938
FOR FILING

180-4

April 28, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1977 for the construction of the Short Sand Beach Creek Section of the Oregon Coast Highway in Tillamook County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 7, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $104,252.22, including the final payment. Of this amount $1,462.50 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 25 1938
FOR FILING

180-17

April 22, 1938

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

In response to your inquiry of April 21st you are advised that the Roy L. Houck, Contract No. 1977, Short Sand Beach Creek Section in Tillamook County, was completed March 2, 1938. This contract was accepted by the Highway Commission March 25, 1938. Final payment has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM EX-1200a

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. du Pont de Nemours & Company
INCORPORATED
1110 Hoge Building
Seattle, Washington

EXPLOSIVES DEPARTMENT

RECEIVED
APR 22 1938
OREGON
STATE HIGHWAY COMMISSION

Seattle, Washington
April 21, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

ROY L. HOUCK - SALEM, OREGON
CONTRACT NO. 1977
SHORT SAND BEACH CREEK SECTION,
TILLAMOOK COUNTY, OREGON

Early in the year you advised us that Mr. Houck would probably complete the subject contract about the 1st of March, 1938.

We shall be pleased to be advised if this contract has now been completed and, if so, the date of acceptance by the Commission.

Very truly yours,

E. F. KING, MANAGER

F A Flagler

BY

FAF/aes

REFERRED TO
SECRETARY

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

April 20, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

29-1019

NOTED
State Highway Engineer

180-7

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

In accordance with your verbal request, Mr. J. E. Scott has prepared a statement of pay roll time to be assessed against the contractor as a penalty for exceeding his time limit on the Short Sand Beach Creek Section. The pay roll showing this time is being transmitted herewith.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
E. E. Clymer

RECEIVED
APR 13 1938
FOR FILING
180-7

Cross Referenced To
180-8

#1944
#1950

April 12, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir: 180-8 180-7

This acknowledges receipt of your letter of April 8 with a copy of a letter from the Santa Cruz Portland Cement Company attached advising that their notices of claim for $2094.58 and $1092.90 against the bond taken from E. F. and W. F. Philpott have been satisfied. In accordance with our usual practice we are today notifying the bonding company and the contractor that the claims have been paid.

Very truly yours,

HBG:AM

Secretary

April 12, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised by the Secretary of State that the claim of the Santa Cruz Portland Cement Company in the amount of $2094.58 for cement furnished E. F. and W. F. Philpott in connection with their contract for the construction of a bridge over Necarney Creek near Nehalem on the Oregon Coast Highway has been paid.

We are also advised by the Secretary of State that the claim of the Santa Cruz Portland Cement Company in the amount of $1,092.90 against E. F. and W. F. Philpott in connection with their contract for the construction of a bridge over Short Sand Beach Creek near Nehalem on the Oregon Coast Highway has been paid.

This information is given you inasmuch as you appear surety on the bonds furnished by the contractor in connection with both of these joby.

Very truly yours,

Secretary

HBG:AM

cc - E. F. & W. F. Philpott
6433 S. E. 19th Ave.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

April 8, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from Santa Cruz Portland Cement Company advising that their notices of claim for $2094.58 and $1092.90 against the bond taken from E.F. & W. F. Philpott and Great American Indemnity Company, surety, have been satisfied.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

REFERRED TO
Jam
BY SECRETARY

Acknowledge & thank him for this letter.
record on card
HBG

COPY

SANTA CRUZ PORTLAND CEMENT COMPANY
302 Hughes Building

Portland, Oregon April 7, 1938

Mr. Earl Snell, Secretary of State,

Salem, Oregon.

Dear Sir:

Please be advised we are in receipt of payment from the Great American Indemnity Company for $2094.58 paying in full our account against E. F. & W. F. Philpott for cement furnished for the Necarney Creek bridge, project 180-D.

We are also in receipt of check from the Great American Indemnity Company for $1,092.90 paying our account in full for cement furnished E.F. & W. F. Philpott for bridge on the Short Sand Beach Section of the Oregon Coast Highway.

Yours very truly,

SANTA CRUZ PORTLAND CEMENT COMPANY

M. B. JAMES

B

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. E. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
APR 12 1938
FOR FILING

180-4

April 11, 1938.

IN REPLY PLEASE REFER TO FILE NO.

29-1019

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

I am attaching hereto a copy of a receipted invoice and a letter from J. E. Scott, concerning the disposition of and supporting the price of 6-inch perforated corrugated iron, asphalt dipped, culvert pipe authorized on Price Agreement No. 1, Short Sand Beach Creek Section. This is for your information and files.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock

#1990

RECEIVED
APR 5 1938
FOR FILING

180-7

April 4, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are attaching copies of notices of claims which have been filed with the Secretary of State by the A. F. Coats Lumber Company against the bond taken from E. F. & W. F. Philpott in connection with State Highway Commission Contract No. 1990 which was awarded to E. F. & W. F. Philpott for construction of a bridge over Short Sand Beach Creek in Tillamook County, on the Oregon Coast Highway.

This information is given you inasmuch as you appear surety on the bond involved.

Very truly yours,

HBG:AM

Secretary

cc - E. F. & W. F. Philpott
6432 S. E. 19th Ave.
Portland, Oregon

RECEIVED

April 4, 1938

Honorable Earl Snell
Secretary of State
B U I L D I N G

Dear Sir:

This acknowledges receipt of your letter of March 28 with attached copies of notice of claims which have been filed by the A. F. Coats Lumber Company against the bond taken from E. F. & W. F. Philpott in connection with State Highway Commission Contract No. 1990 which was awarded to E. F. & W. F. Philpott for construction of a bridge over Short Sand Beach Creek near Nehalem on the Oregon Coast Highway, in Tillamook County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

March 28, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by A.F. Coats Lumber Company for $293.10 against the bond taken from E.F. & W. F. Philpott for work on the Short Sand Creek Bridge which was received and filed in this office today.

There are also enclosed three copies of a notice of claim by A. F. Coats Lumber Company for $552.62 against the bond taken from E. F. & W. F. Philpott for work on the Necarny Creek Bridge.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc . 6

COPY

#1991

A. F. COATS LUMBER COMPANY

Manufacturers of

Fir and Spruce Lumber

Lath Shingles

Tillamook, Oregon

March 26, 1938.

To the Oregon State Highway Commission,

Salem, Ore.

Notice hereby is given that the undersigned, A. F.Coats Lumber Co., has a claim for materials in the sum of Two Hundred Ninety-three and 10/100 dollars ($293.10) against the bond taken from E.F. & N.F. Philpott for the work of constructing the Short Sand Creek Bridge.

A. F. COATS LUMBER CO.

By: Wm. R. Coats Pres.

Endorsed: File No. 2780
Filed March 28, 1938
EARL SNELL
Secretary of State

COPY

#1944

A. F. COATS LUMBER COMPANY

Manufacturers of

Fir and Spruce Lumber

Lath

Tillamook, Oregon

Shingles

March 26, 1938.

To the Oregon State Highway Commission,

Salem, Ore.

Notice hereby is given that the undersigned, A.F. Coats Lumber Co., has a claim for materials in the sum of Five Hundred Fifty-two and 62/100 dollars ($552.62) against the bond taken from E. F. & W. F. Philpott for the work of constructing the Necarny Creek Bridge.

A. F. COATS LUMBER CO

By: Wm. R.Coats Pres.

Endorsed: File No. 2781
Filed March 28, 1938
EARL SNELL
Secretary of State

#1990

RECEIVED
APR 5 1938
FOR FILING
1807

April 4, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of March 29 with attached copies of notices of claim which have been filed by the Santa Cruz Portland Cement Company against the bond taken from E. F. & W. F. Philpott in connection with State Highway Commission Contract No. 1990 which was awarded to them for construction of a bridge over Short Sand Beach Creek near Nehalem on the Oregon Coast Highway, in Tillamook County.

In accordance with our usual practice we are today sending copies of these notices to the contractor and the surety.

Very truly yours,

Secretary

HBG:AM

April 4, 1938

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are attaching copies of claims which have been filed with the Secretary of State against the bond furnished by E. F. & W. F. Philpott in connection with their contract No. 1990 for construction of a bridge over Short Sand Beach Creek near Nehalem on the Oregon Coast Highway, in Tillamook County.

This information is given you inasmuch as you appear surety on the bond involved.

Very truly yours,

Secretary

HBG:AM

cc - E. F. & W. F. Philpott
6433 S. E. 19th Ave.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

March 29, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of two notices of claim by Santa Cruz Portland Cement Company against the bond taken from E. F. & W. F. Philpott, principal, and Great American Indemnity Company, surety, for $1092.90 and 2094.58 which were received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 6

COPY

Portland, Oregon,
March 29, 1938.

To the State of Oregon, and to the
Oregon State Highway Commission:

Notice is hereby given that the undersigned claimant, Santa Cruz Portland Cement Co., a corporation, has a claim for the sum of $2094.58 against the bond taken from E. F. Philpott and W. F. Philpott, as principals, and Great American Indemnity Co., as surety, said bond being executed on or about December 28, 1936, for and on account of cement furnished said E. F. Philpott and W. F. Philpott by said claimant for the work concerning which said bond was taken, to-wit, Project 180-D, Viaduct Bridge over Necarney Creek, Oregon Coast Highway. That said sum of $2094.58 is the net amount due said claimant herein after deducting all just credits and offsets, pursuant to contract entered into between claimant and said E. F. Philpott and W. F. Philpott for furnishing and delivering 1516½ barrels of cement to said above mentioned project.

SANTA CRUZ PORTLAND CEMENT CO.

By M. B. JAMES
Agent and Manager

Endorsed: File No. 2784
Filed March 29, 1938
EARL SNELL
Secretary of State

COPY

#1990

Portland, Oregon,
March 29, 1938.

To the State of Oregon, and to the
Oregon State Highway Commission:

Notice is hereby given that the undersigned claimant, Santa Cruz Portland Cement Co., a corporation, has a claim for the sum of $1092.90 against the bond taken from E.F. Philpott and W.F. Philpott, as principals, and Great American Indemnity Co., as surety, said bond being executed on or about June 14, 1937, for and on account of cement furnished said E.F. Philpott and W. F. Philpott by said claimant for the work concerning which said bond was taken, to-wit, Project 180-F, reinforced concrete bridge, Short Sand Beach Section, Oregon Coast Highway. That said sum of $1092.90 is the net amount due said claimant herein after deducting all just credits and offsets, pursuant to contract entered into between claimant and said E.F. Philpott and W. F. Philpott for furnishing and delivering 458 barrels of cement to said above mentioned project.

SANTA CRUZ PORTLAND CEMENT CO.

By M. B. JAMES
Agent and Manager

Endorsed: File No. 2783
Filed March 29, 1938
EARL SNELL
Secretary of State

RECEIVED
MAR 30 1938
FOR FILING

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Y

180-7

March 29, 1938

Mr. M. B. James
Santa Cruz Portland Cement Co.
115 S. W. 4th Ave.
Portland, Oregon

Dear Sir:

In accordance with your request of yesterday we are sending to you, by express, certified copies of the E. F. and W. F. Philpott contracts for the construction of 180-D the Necarney Creek and Short Sand Beach Creek Bridges in 180-7 Tillamook County on the Oregon Coast Highway. We understand of course that you will file an affidavit of claim in accordance with Chapter 280, Laws of Oregon for 1931.

Very truly yours,

Secretary

JMcF:AM

#1977

RECEIVED
FOR FILING
180-7

March 24, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 1977 for the construction of the Short Sand Beach Creek Section of the Oregon Coast Highway in Tillamook County. This payment will be made on or after April 2, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

180-F

March 22, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of March 21, 1938, requesting our concurrence in extension of time to R. L. Houck, contractor on Oregon F.A.P. 180-F, Short Sand Beach Section of the Oregon Coast Highway, from November 30, 1937 to December 17, 1937 without penalty and from December 18, 1937 to March 2, 1938 with the engineering penalty.

Under the circumstances outlined, we will recommend approval of the extension as requested.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible]
J. R. McCallister
J. W. Nash

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

March 21, 1938

IN REPLY PLEASE
REFER TO FILE NO.

29-1019

180-4

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are sending to Mr. J. W. McCallister today the following data supporting the final estimate on the Short Sand Beach Creek Section of the Oregon Coast Highway, Contract No. 1977:

1 Book Platted Cross Section
1 Book Platted Culvert Sections
1 Book Roadbed Computation Sheets
1 Book Culvert Computation Sheets
1 Book Rock Topping Computation Sheets
1 Book Miscellaneous Computation and Tabulation Sheets
1 Book Transit Notes
1 Book Level Notes
1 Book Roadbed Cross Section Notes
2 Book Culvert Notes
1 Book Remeasurement and Miscellaneous Notes
1 Book Material Receipts, Slide at Station 220
1 Mass Diagram, Roadbed
1 Mass Diagram for Topping Haul
1 Final Profile - Tracing

We are transmitting to the office of R. H. Probert four copies of the semi-final estimate, three copies of the quantity summary sheet, extra work bills and a record of extra work bills. There is attached a copy of the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary quantities. The final construction map will be submitted as soon as the engineer completes setting right of way stakes.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROBB,
Office Engineer.

GWR:AM

cc R. H. Baldock
R. H. Probert
J. W.. McCallister
F. W. Nash

10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nehalem, Oregon,
March 19th ,1938

RECEIVED
MAR 21 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Contract # 1977
29-1019 FAP 180-F

Mr F.D.Eason,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon,

Dear Sir:

Following is an explanation of over and under run on quantities on the Short Sand Beach Creek Section of the Oregon Coast Highway which was recently completed,#1977

1- Clearing and grubbing:Icrease on this item paid on force account and price agreement. Increase due to daylight of several cuts for borrow and where slides in rock cuts broke back of the clearing line.Clearing line on this job did not follow right of way line but followed closely the slope line in order to preserve as much timber on the R/W as possible in this park area.

2 - Felling danger trees:contract 1200 sq feet,final 1312.7 sq feet, increase 9.4% - Due to more unsound trees within reach of center loine than had been anticipated.

3- Trench excavation: original 450 cu yds,final 618.6 yds,increase 37½%.This was caused by soft bottom at station 322 where there was too much seepage under the fill and the material had to be taken out and replaced by material from the cut at sta 320 which was a soft rock.This material was compacted with the bulldoser as fill material and made a foundation to lay the tile on where the tile was high enough tocarry the water out.The was 180 lin feet more tile placed than contemplated in the contract and this increased the trench excavation as did the placing of a 60 inch pipe relief opening at station 369 which was also not contemplated.

4- Excavation-single classification; contract 66000,final 69079.6, 5.4%

5- Common Excavation: contract 14000,final 33596.1 ,increase 19596.1 yds or 140.0% Common excavation was the small item in excavation in the original estimate and a moderate increase in amount makes the percentage large.At the ends of the cuts,on sections daylighted and in some cuts,not as much rock was encountered as expected. Most of the increase in yardage on the project with the final classification was thrown into common. Also,the fact that the rock made excellent topping increased the total.

6- Excavation-solid rock:The amount of solid rock would have been under the contract amount but for the fact that the rock turned out to be very good topping and toppinng was provided over the entire job as well as most daylighted places,which absorbed the increase of 8336.6 yards or 8.4% and more yet.

7- Overhaul: original 256000,final 201974 station yards.When the ground was cleared from station 310 to station 327,there was so much rotten wood and rubbish that the cuts decreased and the fills increased to the extent that a daylighted section or borrow of about 10000 cubic yards was necessary at sta 315-319 to complete the fill to station 327.Even this was not sufficient to complete the fill all the way to sta 327 and material was hauled from beyond sta 327 which increased truck haul.The borrow at sta 315-319 instead of the yardage holding out back to station 310 was responsible for the reduction of 21.1% in overhaul.

8- Truck Haul: original 11000;final 18635.6 yard miles,increase 7635.6 Yd miles or 69.4% This was partly caused by the fact that the excavation sta 310 to 320 did not make the fill to station 327 and slide material had to be hauled from beyond sta 327.The principal reason is that the rock,contrary to expectation of everyone did not break too coarse for topping so that no topping had been provided,broke fine ly and made an unusually good topping material.As the entire job was given a full foot or more of topping,the yardage in amount and the long haul to sections where there was not rock was almost entirely responsible for the increase in this item.

E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Sheet # 2 explanation of over and underrun
on contract # 1977

IN REPLY PLEASE
REFER TO FILE NO.

9- Finishing roadbed and slopes -no increase or decrease

10- Rounding Cut Banks: original 6500 li feet,final 1315 lin feet,decrease 5185 lin ft or 79.8%.Rounding was done from station 310 to 320 and beyond that just at the ends of the cuts as the cuts were rock and the slope of the ground too near the slope of the cut to make sufficient angle for sloping to show.Where cuts were daylighted, this reduced the rounding of cut banks.

11- 6" perforated iron culvert pipe: original 700 lin feet,final 880 lin feet,increase of 180 lin feet or 25.7%.After the rotten wood and other rubbish was cleared off the ground,many springs or seeps which were not apparent before ,showed up and had to be piped out.After the grading was completed,water came up in the middle of the grade in several places instead of being intercepted in the ditches.As the roadbed was on an ascending grade,this water ran for a long distance on top after it came to the surface.Several of these places were cross cut and the water taken directly away as it would have ruined any oil surface or pavement to be later put on.

12- 18" Concrete Pipe:original 1000 lin feet,final 1146 lin feet,increase 146 lin feet or 14.6%.As above for perforated pipe,many springs showed up after the rubbish was taken off the ground and this water had to be piped out.

13- Rock Back Fill:original 100 cubic yards,final 133 yards,increase 33%.This was necessary on account of the increased amount of 6" perforated drain pipe which was placed.

Summary: The increase on the entire job is just about the amount of the cost of the 60" pipe relief opening at sta 369,Price Agreement # 1,amount $1085.00 as a precautionary measure against the loss of a large fill and the fact that the rock turned out to be such excellent topping rock that the entire project has been given a topping of rock of a minimum of 12" instead of revising grades to adjust the yardage.Also,where the ground did not hold up from station s 310-327,the grade line and aligment were fixed by bridges and no adjustment could be made.

Yours truly,

J.H.Scott
J.H.Scott
Resident Engineer

4 copies

#1977

1M 6-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

March 17, 1938

IN REPLY PLEASE REFER TO FILE NO.
29-1019

180-7

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Attached hereto is a request from Roy L. Souck, with consent of surety, for extension of time on his contract No. 1977, being the Short Sand Beach Creek Section of the Oregon Coast Highway in Tillamook County, from November 30, the original completion date, to March 2, the actual completion date.

The actual cost increase on the contract items is about 4 per cent; however, the controlling item which prolonged the completion of the work was increased excavation. This excavation yardage was increased 8 per cent of the original yardage. The time allowance for the contract, which was let on April 27, to the original completion date, November 30, was seven months and two days. By allowing an 8 per cent increase of time to do the 8 per cent increase of yardage would automatically extend the time to December 17.

It is recommended, therefore, that his time be extended to the final completion date of March 2, with the engineering costs from December 17 to the completion date assessed against the contractor as a penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

R.H Baldock ✓

180-4

NOTED
State Highway Engineer

COST ANALYSIS - FINAL REPORT

March 15th, 1938
Oregon Coast Highway
Short Sand Beach Section

Contract #1977
Roy L. Houck, Contractor

Prefix 29-1019
J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$22,288.49	100% (18.65 Ac.)	$1195.09	$761.25	$14,200.00
Felling Danger Trees	875.00	1,312.7 sq. ft.	0.666	0.75	984.53
Trench Excavation	725.32	1,060.8 cu. yd.	0.683	1.00	1,068.80
Single Class Excavation	16,700.47	69,579.6 cu. yd.	0.240	0.40	27,831.84
Common "	6,126.92	33,596.1 cu. yd.	0.182	0.40	13,438.44
Solid "	44,123.10	90,663.4 cu. yd.	0.486	0.40	36,265.36
Overhaul	2,789.87	201,974 yd. sta.	0.014	0.01	2,019.74
Truck Haul	3,019.78	18,635.6 yd. mi.	0.162	0.15	2,795.34
Finishing Roadbed & Slopes	595.74	1.21 Mile	492.35	300.00	363.00
Rounding Cutbanks	115.64	1,315.0 lin. ft.	0.087	0.08	105.20
6" Perforated Iron Pipe	649.00	880.0 lin. ft.	0.737	0.60	528.00
18" Concrete Pipe	2,440.56	1,146.0 lin. ft.	2.13	2.15	2,463.90
Rock Backfill in Drains	107.67	133.0 cu. yd.	0.81	1.50	199.50
PA #1 60" C.I.P. 10 Ga. Dipped	1,008.08	130.0 lin. ft.			1,085.50
PA #2 Extra Clearing & Grubbing	801.19	0.93 Acre			671.13
FA #1, 2, 4 & 5 Extra Clearing & Grubbing	1,280.89				1,230.41
FA #3 Rock Topping	109.04				105.00
FA #6 Drill & Blast Rock	130.16				125.34
Engineering Charge due to Overrun of Time (Deduct)					-979.25
	$103,886.92				$104,501.78

Gross Revenue	$104,501.78
Total Cost	103,886.92
Net Profit -	$614.86 or 0.6% of Gross Revenue

Oregon Coast Highway
Short Sand Beach Section

Detail of Cost

Labor:

Supervision & Timekeeper		$2,416.96	
Labor		39,736.53	
State Industrial Accident Commission		2,739.97	
Unemployment Insurance and Social Security 3% 1937, 4% 1938		1,313.70	
			$46,207.16

Materials:

18" Concrete Pipe	1206 lin. ft. at 1.78	$2,146.68	
Cement	4 sacks at 0.90	3.60	
60" Corr. Iron Pipe 10 Ga. Dipped	130 lin. ft. at 6.30	819.00	
60" Bands	6 at 5.93	35.58	
6" Perf. Iron Pipe	880 lin. ft. at 0.48	422.40	
6" Bands	44 at 0.57	25.08	
			$3,452.34

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$28,693.00	
Small Tools & Misc. Supplies	6,731.28	
Explosives	8,509.04	
Gas, Oil & Grease	6,069.23	
Bond	1,054.81	
Freight & Cartage	575.28	
Licenses	209.47	
Main Office	2,385.31	
		$54,227.42
Total Cost		$103,887.82

Oregon Coast Highway
Short Sand Beach Section

REMARKS:

This contract was bid and awarded April 27th, 1937. Clearing was begun May 10th, and grading on July 8th. All work was completed March 2nd. The completion date was originally set for November 31st, but because of storms was extended to December 17th. The contractor was then charged for engineering costs after that date.

Clearing and grubbing of the type encountered on this contract should be bid at from $1100 to $1200 per acre. A large loss was consequently encurred at the contractor's bid of $761. The clearing consisted of spruce, hemlock and a heavy undergrowth. The average diameter of the trees was about four feet, but there were several that were about 10 feet. Clearing and burning was carried on throughout the summer, and it was necessary to construct a fire trail along each side of the right of way for about one half the length of the job. For about two months trees were felled, bucked into about 30 foot lengths, shot, stacked in small piles and burned. It was then realized that much of the bucking was unnecessary and thereafter trees were felled split with powder and burned. Then if the logs had not been completely destroyed they were bucked and piled and burned again. Stumps were also difficult to burn and a few were handled three and four times. One 75 h.p. cat and dozer equipped with a frame was used throughout for clearing, another 75 cat and dozer was used about two weeks and a 1-yard shovel was used about two months for stacking logs. A portable gas engine drill was used for boring logs preparatory to shooting.

Grading was started May 10th and progressed rapidly until September 10th, when the contract was about 80% complete. During that time the contractor used a 1 cu. yd. shovel, 5- 3 cu. yd. trucks, 1 - 105 c.f.t. compressor, 1 - 410 c.ft. compressor, 4 - 96 h.p. cats, 6 - 12 cu. yd. LeTourneau scrapers and two 75 h.p. cats and dozers. A new 3/4-yard dragline shovel was brought in and used about two weeks for the obliteration of the temporary road. On September 10th the contractor received orders to begin work on another contract, and he then removed all equipment from this job with the exception of the 1 cu. yd. shovel, 3 - 3 cu. yd. trucks, 1 - 410 cu. ft. compressor, 1 - 75 h.p. cat and dozer and 2 - 12 cu. yd. scrapers. About two weeks later returning a 75 h.p. cat and dozer and two trucks. 3 - 7-hour shifts daily were worked with the cats, scrapers and dozers, and 2 - 8hour shifts with the shovel prior to September 10th. Two daily shifts were worked thereafter.

Common excavation was handled with cats and scrapers except in channel changes where the 1 cu. yd. shovel was used.

Single class excavation was ripped and the majority handled with scrapers. About two ton of powder was used for light shooting to facilitate the loading of scrapers. Approximately 5,000 cu. yd. were moved with the shovel and trucks.

Remarks (Continued)

Solid excavation consisted of a basalt dice rock that broke into about 8"- when shot. From 0.5 to 0.75 lb. of powder were used per cu. yd. with the exception of the bottom of one cut which contained about 8,000 cubic yards where 1.25 lb. were required. Drill bits were reground once at a cost of $0.08 and then discarded. In the tough cut one drill bit was used every 4 feet. About 50% of the solid was handled with cats and scrapers, the remainder being excavated by shovel or cats and dozers. Drilling and shooting cost $0.197 and handling $0.289, a total of $0.486 per cubic yard.

This contract was bid low but shows a small profit because about 50% of the solid broke fine and was handled with cats and scrapers at a very low cost. A better profit could have been realized, however, if the equipment had not been removed until the work was complete and the supervision during clearing and the latter part of the job had been better.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

Form 206—5M—6-37

180-7

[illegible]EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 12th, 1938

Section Short Sand Beach Creek

Kind of work clearing-grading-topping

Highway Oregon Coast

Section prefix 29-1019 FAP 180-F

Contractor Roy L. Houck

Contract number 1977

Date of contract April 27th, 1937

Date of completion November 30th, 1937

Date work started May 10th, 1937

Estimated date of completion ...., 193....

Amount of contract $ 94063.50

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $ 105308.15

Per cent of contract completed, based on total contract price all %

Engineering cost to date, $ 4773.10, 4.55 %

Date project was completed March 2nd, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party has spent most of the week on the final estimate and it will probably be ready to go in by the middle of the week. There remains some field work yet as some R/W pins are to set and all the posts to set and paint as we are still waiting for stencils. Another permanent BM and reference point to set and levels to carry ahead.

Mr Houck has just about moved his outfit out, about one truck load to go yet.

H. J. SMITH

H. J. SMITH

RECEIVED
MAR 14 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed J. H. Scott

Address Nehalem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.24				
Miles partially completed					
Miles completed	1.24				
Total estimated quantities	195000				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RH Baldock

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Cost Analysis to October 15th, 1937
Oregon Coast Highway
Short Sand Beach Section
Contract 1977, Prefix 29-1019

NOTED
State Highway Engineer

Roy Houck, Contractor J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$23,373.19	98%		$14,200.00	$13,916.00
Felling Danger Trees	812.03	1,000 Ft.	0.81	0.75	750.00
Trench Excavation	311.56	665 Cu. Yd.	0.47	1.00	665.00
Excavation, Single Class	13,005.00	69,907 Cu. Yd.	0.19	0.40	27,962.80
" Common	4,830.59	30,905 Cu. Yd.	0.16	0.40	12,362.00
" Solid	24,361.19	52,800 Cu. Yd.	0.46	0.40	21,120.00
Overhaul	1,838.69	185,200 Yd. Sta.	0.01	0.01	1,852.00
Finishing Roadbed & Slopes				500.00	
Truck Haul	943.17	8,100 Yd. Mi.	0.12	0.15	1,215.00
Rounding Cutbanks	94.91	1,100 Lin. Ft.	0.09	0.08	88.00
6" Perf. Iron Pipe	298.63	450 Lin. Ft.	0.66	0.60	270.00
18" Concrete Pipe	1,575.29	756 Lin. Ft.	2.08	2.15	1,625.40
Rock Backfill in Drains	26.08	34 Lin. Ft.	0.77	1.50	51.00
	$71,470.33				$81,877.20

Gross Revenue	$81,877.20
Total Cost	71,470.33
Net Profit	$10,406.87

Net Profit Equals 12.7% of Gross Revenue

Short Sand Beach Section

Detail of Cost

Labor:			
Superivision and Timekeeper		$1,259.82	
Labor		26,053.41	
State Industrial Accident Insurance		1,621.00	
Unemployment Insurance		546.26	
Social Security		273.13	
			$29,753.62
Materials:			
6" Perf. Iron Pipe	450 lin. ft. at 0.48	216.00	
6" Bands	22 bands at 0.57	12.54	
18" Concrete Pipe	756 lin. ft. at 1.78	1,345.68	
Cement	6 sacks at 0.90	5.40	
			1,579.62
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		21,023.00	
Gas, Oil & Grease		4,623.00	
Small Tools and Misc. Supplies		3,840.98	
Repairs		3,321.49	
Explosives		4,938.14	
Bond 1% of Gross Revenue		818.77	
General Overhead Expense		818.77	
Lumber		550.37	
Freight & Cartage		202.57	
			40,137.09
Cost Grand Total			$71,470.33

Short Sand Beach Section

REMARKS:

This job was bid and awarded April 27, 1937. Clearing was started May 10th, and grading July 8th. To date 79% of the time is elapsed and 80% of the work complete.

Although clearing and grubbing was bid at $760.00 an acre, it is doubtful if it is possible to break even on this type of clearing for that bid. An estimated $1,500 was spent for unnecessary bucking labor and a 1-yd. shovel was used about a month clearing fire trail along the right of way. For almost two months trees were felled, bucked, shot and then burned, but it was found that a material saving resulted if the trees were shot and burned as they fell and then any necessary bucking done.

4 RD-8 cats, 6-12 yd. LeTourneau scrapers, 2-75 H.P. cats and dozers, 2-3 ton dump trucks and a 1-yd. Lorain shovel have been used on the grading. Most of this equipment was sent away about September 10th, and there remained on the job the 2-75 H.P. cats and dozers, 2 trucks and the shovel. The trucks have been used very little. The shovel working in channel changes and side casting slopes. All classifications were moved by the cats and scrapers as the solid broke into 8" minus and this was easily handled by the single scraper outfits without causing excessive wear.

It was necessary to borrow about 7,000 cubic yards of dirt as the rock instead of shrinking an anticipated 10% shrunk about 20% due to its small size and handling by scrapers. One cut was daylighted for this material.

Rock was held back in several cuts until the grading was completed and the road was then topped with from 8" to 12" of material. The road is in excellent shape and weather does not hinder the work.

41,000 cubic yards of material remain to be moved, of which 32,000 cubic yards are solid. The completion date on this contract is November 30th. A fair percentage of profit is shown, but this will probably drop some as some of the remaining work is for shovel and trucks.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED

RECEIVED
SEP 21 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 180-F
Short Sand Beach Creek section
Oregon Coast Highway

September 20, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ron

A4pr 31715

Form P. R. 2

State ..Oregon..............................

Project No. ..180-F....................

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 29th day of July, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 12th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-one thousand, five hundred and no/100 dollars ($71,500.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—3818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State From Chap. 175, Laws 1917; Chap. 31, Laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 310+40 at the north end of Sec. D of said project in the SW 1/4, Sec. 7, T. 3 N., R. 10 W., and survey station 376+80 in the SW 1/4, Sec. 5, T. 3 N., R. 10 W., W.M.

, length 1.238 miles, in Tillamook County, being Section E of Oregon project No. 180, consisting of 1.215 miles of roadway and one bridge of more than 20 feet clear span, 0.023 of a mile in length.

8—5518

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DISTRICT I

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—8518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of seventy-one thousand, five hundred and no/100 dollars ($71,500.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventeen thousand, two hundred three and no/100 dollars ($117,203.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [illegible]--------

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 25th day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By F. L. Tou Velle

Member, State Highway Commission
(Title of officer)

By --

(Title of officer)

By --

(Title of officer)

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 180-F, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 117,203.00 as the total estimated cost of said project, and the sum of $ 71,500.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of August one thousand nine hundred and thirty seven

SECRETARY OF AGRICULTURE,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4630

180-F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
21 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

September 20, 1937.

Mr. R.H. Baldock,
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are sending under separate cover the approved plans for Oregon 180 - F, Short Sand Beech Creek.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer.

H BALDOCK

RECEIVED
SEP 11 1937
FOR FILING
180-7

COST ANALYSIS TO AUG. 15, 1937

Oregon Coast Highway
Contract 1977
Roy Houck, Contractor

Short Sand Beach Section
Prefix 29-1019
J. H. Scott, Res. Engineer.

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$19,906.33	95%		- - -	- - -	$13,490.00
Felling Danger Trees	558.89	1000	Sq. Ft.	$ 0.57	$ 0.75	750.00
Trench Excavation	232.75	509	Cu.Yds.	0.46	1.00	509.00
Excavation, Single Class.	6,760.00	40000	Cu. Yds.	0.169	0.40	16,000.00
" Common	3,873/32	23967	" "	0.161	0.40	9,586.20
" Solid	8,356.10	29000	" "	0.288	0.40	11,600.00
Overhaul	962.93	100000	Yd. Sta.	0.01	0.01	1,000.00
Truck Haul	219.30	2000	Truck Haul	0.11	0.15	300.00
Finishing Roadbed Slopes	-	-	-	-	300.00	-
Rounding Cutbanks	-	-	-	-	0.08	-
6" Perforated Iron Pipe	250.52	450	Lin. Ft.	0.56	0.60	270.00
18" Concrete Pipe	1,068.01	489	" "	2.18	2.15	1,051.35
Rock Back Fill in Drains	32.26	34	Cu. Yds.	0.95	1.50	51.00
	$42,320.43					$54,608.15

NOTED

Gross Revenue	$54,608.15
Total Cost	42,320.43
Net Profit	$12,228.72

Net Profit equals 22.4% of Gross Revenue

E.H.Clymer
H
Sep.7,1937

SHORT SAND BEACH SECTION

Detail of Cost

LABOR:

Supervision and Time Keeper	$ 800.86	
Labor	16,439.64	
State Industrial Accident Insurance	1,120.64	
Unemployment Insurance	344.81	
Social Security	172.41	
		$18,878.36

Materials:

18" Concrete Pipe	489 Lin. Ft.	at	$1.78	$ 870.42	
Cement	6 Sacks	"	0.90	5.40	
6" Perforated C.I.P.	450 Lin. Ft.	"	0.48	216.00	
6" Bands	22 Bands	"	0.57	12.54	
					$ 1,104.36

Equipment, Rental, Supplies & Miscellaneous:

Bond	$ 546.08	
Equipment Rental	9,427.00	
Explosives	4,938.14	
Repairs	1,902.20	
Small Tools and Miscl. Supplies	2,557.27	
Gas, Oil and Grease	2,909.75	
Lumber	549.29	
Freight & Cartage	178.87	
General Overhead Expense	550.00	
Licenses P.U.C. & Truck	167.11	
		$23,725.71
		$43,708.43
Less 42.5% of cost of moving in, setting up and temporary road which will be prorated later		- 1,388.00
Total Cost		$43,320.43

E.H.Clymer
H
Sept.7,1937

SHORT SAND BEACH SECTION

Roy C. Houck, Contractor

REMARKS:

This job was bid and awarded April 27, 1937. Clearing was started May 10 and excavation on July 8th. To date the work is 57.5% complete with 51% of the time elapsed.

A heavy loss has been incurred on clearing due mainly to poor supervision at the start and a months use of a 1 yard Lorain shovel making fire trail along the right of way. Two 75 h.p. Cats and Dozers equipped with A frames were used for clearing. One being used throughout and the other for about two weeks.

Grading to August 2 was done with an R D 8 cat and 12 yard scraper; a 1 yd Lorain Shovel and a 75 h.p. cat and dozer, but more equipment was brought in after August 2 and there are now 4-R D 8 cats and 2 - 75 h.p cats and dozers; 6 - 12 yard scrapers and a Lorain 1 yard shovel. All classifications of material are being moved with the scrapers.The solid with light shooting breaks into about 8" minus material and so far there has been just enough common material mixed up with it that it loads into the scrapers easily. Single class and solid is loosened with a ripper. The The shovel has been used for sidecasting and digging channel changes.

Several rock cuts are being saved to use for topping when grading is complete. There has been about a 20% shrinkage on the solid and it will probably be necessary to borrow from 6,000--10,000 yds of material to bring the road to grade.

To September 1 about one week of grading time had been lost due to rain. But if the weather is fair the scraper work should be complete by September 20th. There will then be but little left to do with the shovel.

This job shows an excellent percentage of profit which will probably increase due to the unbalanced bid, borrowing of additional material, and the handling of solid with scrapers.

E. H. Clymer,
Cost Analyst.
By
D. Nelson

H.
9/7/37

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 180-F
Short Sand Beach section
Oregon Coast Highway

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J Caufield
L. J. Caufield
Highway Engineer

Jon

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 180-7

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 19 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Reference is made to Mr. Probert's July 15th letter concerning the substitution of 8" perforated iron pipe for 6" perforated iron pipe as specified, for Oregon F.A.P. 180-F, Short Sand Beach Creek project.

In view of the statement therein that material complying with the specifications is not available in Portland, and that to await shipment from a factory would necessitate a considerable delay in completion of the work, we will agree to the substitution of the 8" perforated iron pipe without increase in price for the 6" perforated iron pipe.

We are extremely reluctant to agree to this substitution and the only reason that we are agreeing is to avoid an extensive delay. It occurs to us that the availability of the material specified should have been determined prior to award of contract. We anticipate that this will be done in the future. As you know, it is extremely difficult for us to secure approval of a change in specifications after award of contract, and if our action in this case should be questioned, we will, of course, be unable to recommend payment of Federal funds for the substituted item.

Please do not consider our agreement to recommend the substituted item for approval in the light of a precedent, as we do not contemplate making such recommendation hereafter for changes in specifications made after award of contract.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

1M 6-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUL 16 1937
FOR FILING

July 15, 1937

IN REPLY PLEASE
REFER TO FILE NO.
4-2508

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir: **Attention: H. G. Smith, Construction Engineer**

We hand you herewith Special Provisions, three profiles, map, and computation sheets, together with copies of letters from J. H. Scott, all in connection with the proposed clearing project on the Short Sand Beach Creek-Arch Cape Section of the Oregon Coast Highway (Neahkahnie Route) in Tillamook and Clatsop Counties.

Yours very truly,

F. D. EASON
Division Engineer

By

G. W. ROSS
Office Engineer

GWR:MN
Enc.
cc Mr. R. H. Baldock ✓
Mr. S. H. Probert

RECEIVED
JUL 16 1937
FOR FILING
180-F

July 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

It develops that 6-inch perforated iron pipe conforming with the specifications for the Short Sand Beach Creek Project (Project FA 180-F) is not available in Portland, and that to await shipment from the factory will necessitate a delay in the work which should be avoided, if possible. To take care of this situation, the contractor has requested permission to substitute 8-inch perforated iron pipe of a heavier gauge, without increase in price. The spelter coating on the 8-inch pipe is cracked slightly in places due to rolling of the heavy gauge material to the 8-inch diameter, but, as the pipe is to be given an asphalt coating, this slight defect is of no importance.

As the substitute product offered is unquestionably superior to the product bid on, there appears to be no practical ground on which the contractor's request can be denied, and it is our opinion that the request should be granted. We, therefore, ask your approval of the requested substitution.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
JUL 29 1937
FOR FILING
180-7

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Short Sand Beach Section, Federal Aid Project No. 180-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Bush
Asst. Office Engineer

JWB:ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 180-F

SHORT SAND BEACH SECTION OF THE
OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1937

Grading (Contract No. 1977)

All Required		Clearing and Grubbing		$ 14,200.00
1,200	sq. ft.	Falling Danger Trees	$ 0.75	900.00
450	lin. ft.	Trench Excavation	1.00	450.00
65,000	cu. yds.	Excavation, Single Classif.	0.40	26,000.00
14,000	cu. yds.	Common Excavation	0.40	5,600.00
99,000	cu. yds.	Solid Rock Excavation	0.40	39,600.00
256,000	yd. sta.	Overhaul	0.01	2,560.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
1.21	miles	Finishing Roadbed and Slopes	300.00	363.00
6,500	lin. ft.	Rounding Cutbanks	0.08	520.00
700	lin. ft.	6" Perforated Iron Pipe	0.60	420.00
1,000	lin. ft.	18" Corr. Iron Pipe	2.15	2,150.00
100	cu. yds.	Rock Backfill in Drains	1.50	150.00
		Subtotal		$ 94,413
		10% Engr. & Cont.		9,441
		Total		$ 103,854

Short Sand Beach Creek Bridge (Contract No. 1990)

110	cu. yds.	Excavation	$ 4.00	$ 440.00
10	cu. yds.	Excavation Below Plans	5.00	50.00
280	cu. yds.	Class "B" Concrete	26.50	7,420.00
59,000	lbs.	Metal Reinforcement	0.054	3,186.00
260	lin. ft.	Concrete Handrail	4.00	1,040.00
		Subtotal		$ 12,136
		10% Engr. & Cont.		1,213
		Total		$ 13,349

Length of Roadway	1.215 miles
" " Bridge	.023 "
Total Length	1.238 "
Cost per mile, Roadway	$ 85,476

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 103,854	$ 63,356	$ 40,498
Bridge	13,349	8,144	5,205
	$ 117,203	$ 71,500	$ 45,703

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 22 1937
FOR FILING
180-7

May 21, 1937

Mr. Roy L. Houck
1585 N. 20th Street
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of each of the following contracts, awarded you April 30:

Contract No. 1977, for grading the Short Sand Beach Section of the Oregon Coast Highway, in Tillamook County;

Contract No. 1979, for grading the Lamb Creek-Sheep Ridge Section of the Santiam Highway, in Linn County.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
[illegible] 1937

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Project No. 180-F, the Short Sand Beach section of the Oregon Coast Highway, have today been recommended for approval. This is your authority for advertising, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Although we are authorizing advertising, failure of the program to make reference to the bridge may make ultimate approval questionable. In such unexpected event, we will be unable to concur in award.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ____

POST OFFICE BUILDING
PORTLAND, OREGON

May 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
[illegible] 1937
[illegible]

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Project No. 180-F, the Short Sand Beach section of the Oregon Coast Highway, have today been recommended for approval. This is your authority for advertising, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

Although we are authorizing advertising, failure of the program to make reference to the bridge may make ultimate approval questionable. In such unexpected event, we will be unable to concur in award.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

1M 12-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

1807

RECEIVED
MAY 14 1937
FOR FILING

May 13, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir: Attention: Mr. H. G. Smith

There is being handed you herewith a letter from Mr. J. E. Scott, together with the tracing of the alignment showing the right of way from Short Sand Creek to Arch Cape on the Neahkahnie Route of the Oregon Coast Highway.

This information is for the purpose of deciding on an advance clearing project with the money available due to the underrun of the recent grading contract at Short Sand Creek.

I believe that we could contract all the required clearing from the end of the present contract to the County Line, a distance of 5930 feet, or 1.12 miles for the approximate $10,000.00 that might be available for this purpose. According to Mr. Scott's information, there would be 17.18 acres of clearing required in this section. At $600.00 an acre for surface clearing, it would cost $10,308.00.

If you will advise as to your decision in the matter, we will write the specifications to cover.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:MB
Enc.
cc R. H. Baldock

RECEIVED
JUL 29 1937
FOR FILING
180-F

May 13, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Short Sand Beach Creek Bridge, FA Project No. 180-F.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

RECEIVED

Oregon State Highway Department Federal Aid Project No. 180-F

SHORT SAND BEACH SECTION OF THE
OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 13, 1937

Grading (Contract No. 1777)

All Required		Clearing and Grubbing		$ 14,200.00
1,200	sq. ft.	Falling Danger Trees	$ 0.75	900.00
450	lin. ft.	Trench Excavation	1.00	450.00
65,000	cu. yds.	Excavation, Single Classif.	0.40	26,000.00
14,000	cu. yds.	Common Excavation	0.40	5,600.00
99,000	cu. yds.	Solid Rock Excavation	0.40	39,600.00
256,000	yd. sta.	Overhaul	0.01	2,560.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
1.21	miles	Finishing Roadbed and Slopes	300.00	363.00
6,500	lin. ft.	Rounding Cutbanks	0.08	520.00
700	lin. ft.	6" Perforated Iron Pipe	0.60	420.00
1,000	lin. ft.	18" Corr. Iron Pipe	2.15	2,150.00
100	cu. yds.	Rock Backfill in Drains	1.50	150.00
			Subtotal	$ 94,413
			10% Engr. & Cont.	9,441
			Total	$103,854

Short Sand Beach Creek Bridge (Estimated Prices)

110	cu. yds.	Excavation	$ 4.00	$ 440.00
10	cu. yds.	Excavation Below Plans	5.00	50.00
280	cu. yds.	Class "D" Concrete	24.00	6,720.00
59,000	lbs.	Metal Reinforcement	0.06	3,540.00
260	lin. ft.	Concrete Handrail	5.00	1,300.00
			Subtotal	$ ~~16,010~~ 12050
			10% Engr. & Cont.	1,601
			Total	$ 17,611

Length of Roadway	1.215 miles
" " Bridge	.023 "
Total Length	1.238 "
Cost per mile, Roadway	$ 85,476

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
[illegible] No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 103,854	$ 63,356	$ 40,498
Bridge	17,611	10,744	6,867
	$ 121,465	$ 74,100	$ 74,365

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. [illegible], Court Road [illegible] section of the Oregon [illegible] Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

April 27, 1937

1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 180-F, Short Sand Beach section of the Oregon Coast Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1937

RECEIVED
APR 13 1937
(Oregon)
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 180-F, the Short Sand Beach section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 29 1937
FOR FILING

April 3, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Short Sand Beach Section, FA Project No. 180-F.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

There is also included in the project a small amount of non-participating slide removal work on adjacent sections of highway, which explains the bid items for Common Excavation and Truck Haul being larger than those listed on the plan summary sheet.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

COMMISSION

Oregon State Highway Department Federal Aid Project No. 180-F

SHORT SAND BEACH CREEK SECTION

OF THE OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 3, 1937

All Required		Clearing and Grubbing		$ 15,000.00
1,200	sq. ft.	Falling Danger Trees	$ 0.50	600.00
450	lin. ft.	Trench Excavation	1.00	450.00
65,000	cu. yds.	Excavation, Single Classif.	0.35	22,750.00
14,000	cu. yds.	Common Excavation	0.25	3,500.00
99,000	cu. yds.	Solid Rock Excavation	0.65	64,350.00
256,000	yd. sta.	Overhaul	0.02	5,120.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
1.21	miles	Finishing Roadbed and Slopes	400.00	484.00
6,500	lin. ft.	Rounding Cutbanks	0.10	650.00
700	lin. ft.	6" Perforated Iron Pipe	0.80	560.00
1,000	lin. ft.	18" Corr. Iron Pipe	2.50	2,500.00
100	cu. yds.	Rock Backfill in Drains	2.00	200.00
		Subtotal		$ 117,664
		10% Engr. & Cont.		11,766
		Total		$ 129,430

Length of Roadway	1.215	miles
" " 1 Bridge	.023	"
Total Length	1.238	"

Cost per mile, Roadwork $ 106,526

Federal Aid Funds Requested- -	$ 78,960
State Funds- -	50,470
	$ 129,430

1M 12-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
MAR 2 1937
FOR FILING

180-7

March 1, 1937

IN REPLY PLEASE REFER TO FILE No.
29-2802

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. R. C. Smith.

Dear Sir:

In connection with the Short Sand Beach project, which is being submitted to you, covering the section from Station 310 to 369+30, the estimate, you will notice, is approximately $100,000.00 which corresponds with the money set up for the job.

There is attached hereto a letter from Mr. J. H. Scott in which he refers to some agreement between the Tillamook County Court and Mr. Baldock as to the immediate payment of $25,000.00 on their agreed contribution to the Neahkahnie Route improvement, with the understanding that it would be included in this contract so as to increase the project. The next division of haul would be at Station 376+20, and we estimate that the increased work involved between Stations 369+30 and 376+20 would total $32,870.00. This is for your information in case the agreement with Tillamook County makes it necessary to increase the length of this job.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

February 26, 1937.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions and estimate, together with map and profile, of the Short Sand Creek Section of the Neahkahnie Mountain Route of the Oregon Coast Highway in Tillamook County.

The right of way was secured by Tillamook County on the original unspiraled alignment through resolution proceedings. We are having new descriptions written for the individual property owners, which will correct the right of way because of the spiraled curves and due to some small changes in right of way widths.

The dotted clearing limit lines are shown on the map, which lines are 10 feet beyond the slope lines. It has been planned to clear the right of way within these clearing limit lines only.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

CONTRACT#1978

FA 245-B Oiling Nehalem Secondary Hwy.
1937

1998

RECEIVED
SEP 17 1938
FOR FILING
213-F
1928

September 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of September 14, 1938 concerning the length of the Treharne-Cummings Hill Section, Project No. 213-F.

Please be advised that the length of 7.620 miles given in your letter is correct instead of 7.619 as shown in the summary of completed work. We compute the lengths of the several units as follows:

Sta. 338+00.1 to 145+88.0=45+88.0 (Roadwork)	6.642 miles
Sta. 45+88.0 to 93+66.2 (Roadwork)	.922 "
5 Bridges	.056
Total length	7.620 miles

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Nash

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED

Dear Sir:

Reference is made to our letter of August 16 in which we requested that detail plans be submitted for Oregon Federal Aid Secondary projects FAS 213-D, FAS 213-F and FAS 245-B, on the Nehalem Highway, and questioned the length of FAS 213-F.

We have received the plans but have no answer to our question regarding the length of FAS 213-F. We believe that the correct total length is 40,233.9 feet ¢ 7.620 miles instead of 7.619 miles as shown on the summary submitted with the final voucher. The detail plans recently submitted show the stationing of the bridges somewhat different from the exceptions in the NRS project agreement, so that we apparently should change our record of length to show 6.642 miles surfaced in 1935. The 1937 length will then include 0.978 mile extension, including the bridges excepted from the NRS project.

Will you please confirm the above calculation or advise us wherein it is in error, so that we can forward the information with our final report.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FA-213-CDEFG
1978 + 245B

November 24, 1937

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 19th instant regarding the claim of William and J. W. Van Cleave arising out of the Nehalem oiling project. I am filing your letter in the records of this job and it will be given attention at the proper time.

The contract number mentioned in your letter for the Nehalem oiling project is not correct. You have called this Contract No. 2004 whereas it should be No. 1978. Contract No. 2004 is for the Tillamook County oiling project which was awarded to you on September 4, 1937.

Very truly yours,

HBG:AM

Secretary

Nov, 24, 1937

B. G.

Van Cleave & Van Cleave have filed no claim against J. C. Compton Contract No. 2004 - Tillamook Co. Oiling Project.

In their letter of Nov, 10th they advised that they had a claim against Dolan Constr. Co. for work performed as subs on Cont. #1933 - Bridge over N. Fork of Nehalem River in Clatsop Co. In the same letter they also stated that they had not been paid by Dolan for work performed by them when they were working as subs on the Compton Cont. #1978 - Nehalem Highway Oiling Project in Clatsop, Columbia and Washington Counties.

Am attaching the file hereto and the letters concerning this matter are on top.

J. McFarland.

Dolan of Tillamook performed the

However, Mr. Dolan was classed as a "commercial operator" and the gravel for this project was an outright purchase; therefore, Mr. Dolan being fully paid or will have been fully paid for the total amount of the rock in accordance with our contract, it appears then that Mr. Wm. Van Cleave would have no claim against our estimate or our bonding company. Never-the-less we have written Mr. Van Cleave asking him to forward his bill to us that we may assist in a fair settlement.

Yours very truly,

J. C. Compton

J. C. COMPTON

JM

FILE

SECR

Jim

~~NOTED~~

H

Has Van Cleave filed a claim ?

HBG

Jim

record this matter in your records

ANSWERED
H. B. G.

ville, Oregon
Phone 106

J. C. COMPTON
General Contractor
McMINNVILLE, OREGON

RECEIVED
NOV 23 1937
OREGON
STATE HIGHWAY COMMISSION

November 19, 1937

H. B. Glaiyser, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have a letter dated November tenth from Mr. Wm. Van Cleave, The Dalles, Oregon, advising us that his intentions are to tie up our estimate on the Nehalem oiling project, Contract No.2004, on which Mr. A. T. Dolan of Tillamook performed the surfacing operations.

However, Mr. Dolan was classed as a "commercial operator" and the gravel for this project was an outright purchase; therefore, Mr. Dolan being fully paid or will have been fully paid for the total amount of the rock in accordance with our contract, it appears then that Mr. Wm. Van Cleave would have no claim against our estimate or our bonding company. Never-the-less we have written Mr. Van Cleave asking him to forward his bill to us that we may assist in a fair settlement.

Yours very truly,

J. C. Compton

J. C. COMPTON

JM

FILE
~~Jim~~
SECRETARY

~~NOTED~~
H

Has Van Cleave filed a claim?
HBG

Jim
record this matter
in your records

ANSWERED
H. B. G.

#1978

RECEIVED
SEP 2 1937
FOR FILING
245-B

August 31, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1978 for the construction of the Nehalem Highway Oiling Project on the Nehalem Secondary Highway in Clatsop, Columbia and Washington Counties, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 10, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $51,264.89, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
SEP 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 27 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAS 245-B
Davies-Banks section
~~Nehalem Highway~~

245-B

August 26, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Fon.

Hwy 31580

Form P. R. 2

State Oregon

Project No. FAS 245-B

F. A. Secondary

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

76

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 24th day of June, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of April, 1937, a revised project statement, which was approved by the Secretary on the 26th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 2 of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Three Thousand, Fifty and 00/100 dollars ($3,050.00) as the share of the United States payable under said act on account of Section 2 of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1929 (Include date and citation of act of legislature by which authorized)

Chap. [illegible], laws 1931

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey station 907+00, a point in the SW 1/4, Sec. 24, T. 2 N., R. 4 W., W.M., and ending at Survey station 982+80.2, a point on the east line of Sec. 36, T. 2 N., R. 4 W., W.M.

, length 1.435 miles, in Wash. County, being Section B of Oregon F.A. Secondary project No. FAS 2[illegible] consisting of 1.435 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~of a mile in length~~.

8—5518

REGIONAL HEADQUARTERS
AUG 17 1937
RECEIVED

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of Three Thousand, Fifty and 00/100 dollars ($ 3,050.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Four Thousand, Nine Hundred Eighty-Nine and 00/100 dollars ($ 4,989.00), the approved total estimated cost of Section 3 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248,
(Include reference to statute authorizing
laws 1931
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5 day of Aug., 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FAS 245-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 4,999.00 as the total estimated cost of said project, and the sum of $ 3,050.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5 day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
AUG 13 1937
FOR FILING

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 213-F
Treharne-Cummings Hill section
Nehalem Highway

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Ira

Hy. 3 1550

Form P. R. 2

State ....Oregon..............

F. A. Secondary   Project No. ..FAS 223-F..........

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1932

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of July, 1937

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of April, 1937, a revised project statement, which was approved by the Secretary on the 26th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, eight hundred ten and 00/100 dollars ($12,810.00) as the share of the United States payable under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. [illegible] laws 1931. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

[illegible] Treharne-Cummings Hill Section of the Nehalem Highway, between survey station 95+66.2 in the S.W. 1/4, Sec. 6, T.4 N., R.4 W., W.M., and survey station 398+00.1 in the S.E. 1/4, Sec. 8, T.3 N., R.4 W., W.M.

, length 7.480 miles, in Columbia and Washington Counties, being Section F of Oregon F.A. Secondary project No. FAS 213, consisting of 7.620 miles of roadway and no bridges of more than 20 feet clear span.

[illegible]

8—5513

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of twelve thousand, eight hundred ten and 00/100 dollars ($12,810.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty thousand, nine hundred ninety and 00/100 dollars ($20,990.00), the approved total estimated cost of Section F of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. [illegible], laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By O'Leary
Acting Chief, Bureau of Public Roads.

8—5518

FA Sec.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FAS 213-F State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 20,990.00 as the total estimated cost of said project, and the sum of $ 12,318.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4820

1978

RECEIVED
AUG 13 1937
FOR FILING

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
~~POST OFFICE BUILDING~~
PORTLAND, OREGON

Stencil No. 124
IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 213-G
Cummings Hill-Buxton section
Nehalem Highway

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jeon

Hyp 31551

Form P. R. 2

State Oregon

Project No. FAS 213-C

F. A. Secondary

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of June, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of April, 1937, ~~a~~ revised project statement, which was approved by the Secretary on the 26th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [illegible] of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Four Thousand, One Hundred Seventy and 00/100 dollars ($4,170.00) as the share of the United States payable under said act on account of Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 19[illegible]; Chap. 248, laws 1951 (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey station 50+00 at the south end of FAS 213-C, in the Se 1/4, Sec. 20, T. 3 N., R.4 W., W. M., and ending at Survey station 647+60 in the NW 1/4, Sec. 4, T.2 N., R.4 W., W.M.;

, length 2.511 miles, in Washington County, being Section G of Oregon F.A. Secondary project No. FAS 213-G, consisting of 2.511 miles of roadway and no bridges, ~~each of more than 20 feet clear span,~~ ~~of a mile in length.~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [illegible] of said project shall not in any event exceed the sum of Four Thousand, One Hundred Seventy and 00/100 dollars ($ 4,170.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Six Thousand, Eight Hundred Thirty-One and 00/100 dollars ($ 6,831.00), the approved total estimated cost of Section [illegible] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927, Chap. [illegible], laws 1931 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FAS 213-6 State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 6,832.00 as the total estimated cost of said project, and the sum of $ 4,170.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. G. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—6600

RECEIVED
1937
FOR FILING

Stencil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.
213 g

August 6, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Final inspection of Oregon FAS 213-G, Cummings Hill-Buxton Section, Washington County ____________________, was made by a representative of this office on July 22, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 30 1937
FOR FILING
213-G

June 30, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Cummings Hill-Burton Section, Project No. FAS 213-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:[illegible]

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 213-G
Cummings Hill-Buxton Sec.of
The Nahalem Hwy.

RECEIVED
JUN 22 1937
OREGON
STATE HIGHWAY COMMISSION

JUN 21 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

J Caufield
By L. J. Caufield
Highway Engineer

Tom

RECEIVED
MAY 25 1937
FOR FILING
213-g

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Cummings Hill-Buxton Section, Project No. FAS 213-G.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-C

[illegible] HILL-BUXTON SECTION OF THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork- -	$ 10,536.49
NRS (1935) Funds Paid -	$ 10,536.92
Length- -	2.511 miles

NEW WORK

2.51	miles	Preparation of Base	$ 75.00	$ 188.25
900	cu. yds.	Furnishing and Placing Mineral Aggregate	3.45	3,105.00
72	tons	Emulsified or Cutback Asphalt in Place	23.30	1,677.60
62	tons	Tar in Place	20.00	1,240.00
			Subtotal	$ 6,210
			10% Engr. & Cont.	621
			Total	$ 6,831

Length 2.511 miles
Cost per mile $ 2,720

Federal Aid Funds Requested- -	$ 4,170
State Funds- -	2,661
	$ 6,831

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920,
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-C

[illegible] HILL-BUXTON SECTION OF
THE NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications for oiling. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

COMPLETED FEDERAL AID WORK

Total Cost, Roadwork -	$ 10,586.40
NRS (1935) Funds Paid- -	$ 10,536.92
Length -	2.511 miles

NEW WORK

2.51	miles	Preparation of Base	$ 200.00	$ 502.00
900	cu. yds.	Furnishing and Placing Mineral Aggregate	3.75	3,375.00
72	tons	Emulsified or Cutback Asphalt in Place	27.00	1,944.00
52	tons	No. 3 Road Oil in Place	26.00	1,352.00
62	tons	Tar in Place	22.00	(Alternate)
			Subtotal	$ 7,173
			10% Engr. & Cont.	717
			Total	$ 7,890

Length 2.511 miles
Cost per mile $ 3,142

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$ 4,820
State Funds- -	3,070
	$ 7,890

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

APR 16 1937

IN YOUR REPLY PLEASE
REFER TO FILE No. 213-g

POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-G, the Cummings Hill-Buxton section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

April 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-C, the Cummings Hill-Buxton section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

April 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-C, the Cummings Hill-Buxton section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

1978

RECEIVED
AUG 16 1937
FOR FILING

RECEIVED
AUG 13 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 213-D
Klaskanine Summit-Jewell section
Nehalem Highway

August 12, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Jen

Agr. 31549

Form P. R. 2

State Oregon

F. A. Secondary Project No. 213-D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of July, 1937

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of April, 1937, ~~a~~ revised project statement, which was approved by the Secretary on the 26th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, three hundred eighty and 00/100 dollars ($13,380.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. [illegible], laws 1931
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1191+14 in the SW 1/4, Sec. 35, T.7 N., R.8 W., W.M., and survey station 354 in the N E 1/4, Sec. 11, T.5 N., R.7 W., W.M., near Jewell; except three bridges, totalling .045 mile.

, length 12.379 miles, in Clatsop County, being Section D of Oregon F.A. Secondary project No. FAS 213-D, consisting of 12.379 miles of roadway and no bridge~~s/each~~ of more than 20 feet clear span. ~~or a mile in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of thirteen thousand, three hundred eighty and 00/100 dollars ($13,380.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-nine thousand one hundred forty-one and 00/100 dollars ($29,141.00), the approved total estimated cost of Section 2 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall the payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 122

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 30th day of July, 1937

THE OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—6318

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **FAS 213-D** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of **$29,141.00** as the total estimated cost of said project, and the sum of **$13,380.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of July one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—4539

RECEIVED
JUL 26 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 213-D

POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 21 1937
STATE ... COMMISSION

Dear Sir:

Final inspection of Oregon FAS project 213-D, Klaskanine Summit-Jewell section, Nehalem Highway, Clatsop County, was made by a representative of this office on June 25, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jon

JUL 16 1937
FOR FI[illegible]
213-B

July 15, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Klaskanine Summit-Jewell Section, Project No. FAS 213-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Hoch/ER

Encl.

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN [illegible] 1937
[illegible]
STATE HIGHWAY COMMISSION

June 24, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon FAS 213-D, Klaskanine Summit - Jewell Section of the Nehalem Highway

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

The abbreviated plans submitted did not show the stationing of the three excepted bridges, and the agreement has been drawn without showing specific stationing. It is requested, however, that this information be furnished as soon as possible and given on the abbreviated plans for future projects.

While this project was recommended before issuance of General Memorandum No. 7, dated May 10, 1937, requiring reflectorized signs at grade crossings, we believe the expense of replacing the present sawbuck signs on this project, with reflector signs would be justified.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

T M Davis
By T. M. Davis
Highway Engineer

Jcm

RECEIVED
MAY 25 1937
FOR FILING

213-

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Klaskanine Summit-Jewell Section, Project No. FAS 213-D.

Since the cost of oiling the bridge decks is such a minor item, it is our intention to not ask for cooperation on that work. The contract quantities have been used in the agreement estimate, however, since those required in the bridge work are so small that they are negligible. The final estimate, however, will be reduced by the quantities used on the bridges.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/[illegible]

Encl.

FOR FILING
[illegible] MAY [illegible] 1937

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-D

KLASKANINE SUMMIT-JEWELL SECTION
OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Bridges- -	$ 12,797.72
NRS Funds Paid, Bridges- -	$ 11,523.32
Length of Bridges- -	.027 mile

NEW WORK

Oiling (Sta. 1191+14 to 534+00)

12.38	miles	Preparation of Base	$ 75.00	$ 928.50
4,500	cu. yds.	Placing Mineral Aggregate	1.00	4,500.00
7,600	yd. mi.	Hauling Mineral Aggregate	0.15	1,140.00
296	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	7,104.00
298	tons	Tar in Place	21.00	6,258.00
			Subtotal	$ 19,930
			10% Engr. & Cont.	1,993
			Total	$ 21,923

Length of Roadway	12.379 miles
" " 3 Bridges (non-participating)	.045 mile
Total Length	12.424 miles
Cost per mile, Roadway	$ 1,770

Federal Aid Requested- -	$ 13,380
State Funds- -	8,543
	$ 21,923

NON-PARTICIPATING ITEMS

Crushed Materials in Stockpile
Furnished Under State Contract No. 1897

1,830	cu. yds.	[illegible] Crushed Rock in Stockpile	$ 2.00	$ 3,660.00
1,680	cu. yds.	[illegible] Crushed Rock in Stockpile	2.00	3,360.00
990	cu. yds.	¼" - 0" Crushed Rock in Stockpile	0.20	198.00
				$ 7,218

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-D

KLASKANINE SUMMIT-JEWELL SECTION

OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications for oiling. Not as basis for project agreement.)

Salem, Oregon, April 12, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Bridges..	$ 12,797.72
NRS Funds Paid, Bridges..	$ 11,523.32
Length of Bridges...	.027 mile

NEW WORK

Oiling (Sta. 1191+14 to 534+00)

12.43	miles	Preparation of Base	$ 200.00	$ 2,486.00
4,500	cu. yds.	Placing Mineral Aggregate	1.30	5,850.00
7,600	yd. mi.	Hauling Mineral Aggregate	0.20	1,520.00
296	tons	Emulsified or Cutback Asphalt in Seal Coat	27.00	7,992.00
250	tons	No. 3 Road Oil in Place	26.00	6,500.00
298	tons	Tar in Place	22.00	(Alternate)
		Subtotal		$ 24,348
		10% Engrs & Cont.		2,434
		Total		$ 26,782

Length of Roadway	12.379 miles
" " 3 Bridges	.045 "
Total Length	12.424 "
Cost per mile	$ 2,155

Note: Oiling is to be constructed across bridges

Federal Aid Requested..	$ 16,330
State Funds..	10,435
	$ 26,765

NON-PARTICIPATING ITEMS

Crushed Materials in Stockpile
Furnished Under State Contract No. 1397

1,830	cu. yds.	3/4" - 3/8" Crushed Rock in Stockpile	$ 2.00	$ 3,660.00
1,680	cu. yds.	3/8" - 1/4" Crushed Rock in Stockpile	2.00	3,360.00
990	cu. yds.	1/4" - 0" Crushed Rock in Stockpile	0.20	198.00
				$ 7,218.00

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-B

8

KLASKANINE SUMMIT-JEWELL SECTION

OF THE NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications for oiling. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

(A)

12.43	miles	Preparation of Base	$ 200.00	$ 2,486.00
4,500	cu. yds.	Placing Mineral Aggregate	1.30	5,850.00
7,600	yds. mi.	Hauling Mineral Aggregate	0.20	1,520.00
296	tons	Emulsified or Cutback Asphalt in Seal Coat	27.00	7,992.00
250	tons	No. 3 Road Oil in Place	26.00	6,500.00
298	tons	Tar in Place	22.00	(Alternate)
		Subtotal		$ 24,348
		10% Engr. & Cont.		2,434
		Total		$ 26,782

Length of Roadway	12.379 miles
3 Bridges	.045
Total Length	12.424
Cost per mile	$ 2,155

Note: Oiling is to be constructed across bridges.

Federal Aid Requested- - - - - - - - - - - - - - - - - - - -	$ 16,330
State Funds- -	10,435
	$ 26,765

NON-PARTICIPATING ITEMS

Crushed Materials in Stockpile Furnished under State Contract No. 1377

1,830	cu. yds.	1" - ¾" Crushed Rock in Stockpile	$ 2.00	$ 3,660.00
1,680	cu. yds.	¾" - ¼" Crushed Rock in Stockpile	2.00	3,360.00
990	cu. yds.	¼" - 0" Crushed Rock in Stockpile	0.20	198.00
				$ 7,218.00

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 213-D

POST OFFICE BUILDING
PORTLAND, OREGON

April 21, 1937

RECEIVED
APR 22 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to preliminary estimate dated April 12, 1937, submitted for Oregon F.A.S. 213-D, the Klaskanine Summit-Jewell section of the Nehalem Highway.

The estimate states that the oiling is to be constructed across bridges. When the agreement estimate is submitted it is requested that the cost of the oiling over the bridges previously constructed as NRS 213-D be shown separately from the roadway portion.

Where additional work, such as surfacing, is proposed on bridges originally built with Federal funds, then the estimate should be segregated to show such work as "bridges." Length and cost of surfacing on bridges should be included in length as roadway only in the event that bridges have been constructed without Federal funds.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 213-S

POST OFFICE BUILDING
PORTLAND, OREGON

APR 14 1937

April 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-D, the Klaskanine-Summit-Jewell section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement. Approval of the project is subject to the condition that the usual detail plans will be submitted prior to payment of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 2-A-1 1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 16 1937
FOR FILING
245-13

August 11, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

Due to the receipt and payment by the State of additional freight charges on oil rock, it has been necessary to revise Semi-final Estimate No. 2 for the Nehalem Highway Oiling Project, Contract No. 1978. The voucher issued on August 5, 1937, which has been returned with your signature, will be superseded by the revised voucher as of August 10, 1937, enclosed herewith, which we request you to execute and return in the usual manner.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by M. H. Milner/ME

Encl.

cc Mr. Carl Smith

RECEIVED
SEP 1 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 213-7

August 6, 1937

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 213-F. Trehorne-Cummings Hill Section, Nehalem Highway, Washington & Columbia Counties, was made by a representative of this office on July 22, 1937.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 1 1937
FOR FILING

Stencil No. 8.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 245-B

August 6, 1937

RECEIVED
AUG 9 - 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 245-B, Davies-Banks Section, Nehalem Highway, Washington County, was made by a representative of this office on July 22, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Jim

#1978

RECEIVED
AUG 6 1937
FOR FILING
945-13

August 6, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 1978 for the construction of the Nehalem Highway Oiling Project in Clatsop, Columbia and Washington Counties. This payment will be made on or after August 16, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM C-A-1 1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1937
FOR FILING
245-13

~~Salem~~
Wolf Creek, Oregon
August 2, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 4 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention S. H. Probert, Office Engineer

Dear Sir:

I am returning herewith approved invoices on cars of gravel shipped to J. C. Compton, at Brauns, from Pacific Bldg. Materials, Portland. This information will support my letter of July 30 and should complete the information called for in your letter of July 26.

Very truly yours,

A. Anderson

A. A. Anderson
Resident Engineer

√E

c.c. Mr. F. D. Eason

NOTED
[illegible]
8-7-37

A-1 1M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Wolf Creek, Oregon
July 30, 1937

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 2 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Contract #1978

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention S. H. Probert, Office Engineer

Dear Sir:

In reply to your letter of July 26, I am listing the invoices covering carloads of oil rock shipped for contractor's use on the Nehalem Highway oiling project:

FROM	TO	Freight Bill No.	Amt. 538 Chge
Salem (Salem S & G)	Buxton	368	$ 35.00
"	"	369	36.75
"	"	370	35.00
"	"	371	35.00
"	"	374	35.00
"	"	375	35.00
"	"	376	35.88
"	"	380	37.84
"	"	381	35.63
"	"	382	35.00
"	"	383	39.34
"	"	392	35.00
"	"	391	35.56
"	"	390	37.09
"	"	389	39.17
"	"	399	39.83
"	"	400	36.72
"	"	401	35.32
"	"	402	36.47
"	"	403	38.00
"	"	405	39.13
"	"	409	37.45
		Total Carried Fwd	$805.18

Mr. R. H. Baldo[illegible] 2--7-30-37; Contract [illegible] Car Invoices

FROM	TO	Freight Bill No.	Amt. 538 Chge.
		Total Brought Forward	$ 805.18
Salem (Salem S & G)	Buxton	410	35.00
"	"	411	38.89
"	"	412	37.42
"	"	413	37.70
"	"	414	37.17
"	"	415	35.67
"	"	417	35.63
"	"	418	38.22
"	"	421	36.89
"	"	422	35.18
"	Banks	423	35.00
"	Buxton	427	37.24
"	"	428	38.36
"	"	429	35.49
"	"	430	35.95
"	"	431	35.07
"	"	432	36.61
"	"	433	35.46
"	Banks	437	36.43
Port. (Ross Is.)	"	20	8.00
"	"	D-21	8.00
"	Brauns	79	38.75
"	"	80	37.85
"	Banks	63	28.51
"	"	64	27.00
"	"	65	27.21
"	"	66	41.22
"	Brauns	D-25	4.00
"	"	D-24	6.00
"	"	D-23	6.00
"	"	D-22	6.00
"	"	59	35.45
"	Banks	67	32.42
"	Brauns	68	37.71
"	Banks	40	28.95
"	"	41	27.00
"	"	42	27.00
"	"	43	27.00
"	"	44	27.51
"	"	45	31.45
"	"	49	27.00
"	"	50	27.00
"	"	52	27.00
"	"	53	27.00
"	"	54	30.26
"	"	55	32.92
"	"	56	27.00
"	Brauns	57	32.00
"	"	58	32.00
		Total Carried Forward	$2,271.75

RECEIVED
AUG 2 - 1937
DIVISION ENGINEER
DIVISION NO. 2

Mr. R. H. Baldoc[illegible]--7-30-37; Contract #[illegible]Car Invoices

FROM	TO	Freight Bill No	Amt. 538 Chge.
		Total Brought Forward	$2,271.75
Port. (Pac. Bldg. Mtls)	Buxton	286	$ 32.45
"	"	287	33.14
"	"	288	34,99
"	"	289	32.01
"	"	290	30.45
"	"	291	29.70
"	"	277	30.11
"	"	278	33.18
"	"	279	33.94
"	"	280	31.87
"	"	302	34.13
"	"	303	34.81
		Total Amt.	$2,662.51

As to the total amount which will be ultimately paid by the State, I have never received invoices covering cars shipped to Brauns from Pacific Bldg. Materials, Portland. These invoices, as you recollect, were held up awaiting a decision on the freight rate. However, as soon as I round up the field data on these I will advise you of the number of cars received.

Invoices as listed above have been approved and returned to the Salem office for payment.

Very truly yours,

A. A. Anderson

A. A. Anderson
Resident Engineer

cc Mr. F. D. Mason

RECEIVED
AUG 2 - 1937
DIVISION ENGINEER
DIVISION NO. 2

1M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUL 27 1937
FOR FILING
245-B

July 24, 1937

IN REPLY PLEASE REFER TO FILE NO.
104-1017

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Dear Sir: Attention: H. G. Smith, Construction Engineer

Attached is Price Agreement with the J. C. Compton Company for crushed oil rock materials remaining after the completion of their oiling work on the Nehalem Highway north of Buxton.

This particular unit provided for the contractor producing and furnishing all required oil rock. The material was shipped in from Portland as no suitable local material was available. There was some question as to the amount of material that would be needed for this oiling work and Mr. Compton was advised to ship in approximately 400 yds. additional to take care of adequate prime coat cover and possible overruns. There was some underrun on the oil rock actually used so that there remains in stock pile 359 cu. yds., as shown by the Price Agreement. We have no maintenance rock for patching and repair work on this section and it is imperative that we do certain immediate repair work to maintain our investment. I am sure that material shipped in by the State and handled by hand would be more costly.

Your approval of this order is requested.

Yours very truly,

F. D. EASON
Division Engineer

FDE:MN
Enc.
cc Mr. R. H. Baldock ✓
Mr. J. N. Bishop

IM 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUL 26 1937
FOR FILING
245-B

July 23, 1937

IN REPLY PLEASE
REFER TO FILE NO.
104-1027

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir: Attention: H. G. Smith, Construction Engineer

We are handing to Mr. J. W. McCallister this date, the following data supporting the Semi-Final Estimate on the Nehalem Highway Oiling Project, Contract No. 1978:

23 Materials Receipt Books with tabulated list on books and quantities for each section.

Klaskanine-Summit-Jewell Mileage data.

Oil Company Invoices and Tabulation of Quantities for each section.

Continuous Stationing Data on Treharne Junction-Buxton section.

Four copies of the Estimate and Quantity Summary Sheet are being transferred to the office of S. H. Probert.

There is attached the Engineer's explanation of Overruns and Underruns exceeding 10% of the preliminary quantities.

Yours very truly,

F. D. EASON
Division Engineer

By

G. W. ROSS
Office Engineer

GWR:MH
Enc.
cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. J. W. McCallister
Mr. J. W. Nash
Mr. E. A. Collier

RECEIVED
JUL 20 1937
FOR FILING

213-7

July 19, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Treharne-Cummings Hill Section, Project No. FAS 213-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HB

Encl.

Form 338—5M—12-36

245-B

85.08

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUL 12 1937
OFFICE OF
DIVISION ENGINEER

For Week Ending July 10, 1937

Section NEHALEM HIGHWAY OILING

Kind of work Oiling

Highway Nehalem Secondary

Section prefix 104-1017

Contractor J. C. Compton

Contract number 1978

Date of contract April 28, 1937

Date of completion August 31, 1937

Date work started May 19, 1937

Estimated date of completion ...., 193...

Amount of contract $55,171.85

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $55,171.85

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2,200.00, 4 %

Date project was completed July 9, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Applying of the second seal, using cutback asphalt, was started at the Buxton end of the Treharne Jct.-Buxton section, Tuesday, July 6. No surface work was carried on Monday due to the 4th of July holiday and the resulting traffic. The 2nd seal was completed on this section Wednesday and Thursday the 2nd seal was applied to the Davies-Banks section of 0-9 mod. specification.

Contract materials left over at Brauns amounted to 149 cu. yds of ½"-0" and 228 cu. yds. of ¾-½" oil rock. This was stockpiled at station 133 for future maintenance use.

Friday work was resumed on contract #1980 and covered by weekly report on same.

Signed A. A. Anderson

Address Hillsboro, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				26.33	
Miles partially completed					
Miles completed				26.33	
Total estimated quantities				9,770	
Estimated quantities moved or placed to date				"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				7-8	
Average force on project for week				45	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cool-Cloudy		
Monday	Fair		
Tuesday	Hot		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 9 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 213-F
Treharne-Cummings Hill Section
of the Nehalem Highway

2137

July 6, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 30 1937
FOR FILING
245-B

June 30, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Buxton-Banks Section, Project No. FAH 245-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:EE

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 245-B
Davies-Banks Sec. of
Nehalem Hwy.

RECEIVED
JUN 22 1937
OREGON
STATE HIGHWAY COMMISSION

JUN 21 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Tom

RECEIVED
JUN 15 1937
FOR FILING

213-F

June 4, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of corrected estimate as basis for project agreement for the Treharne-Cummings Hill Section, Project No. FAS 213-F.

There is a discrepancy between the lengths of bridges as given on the plans and the title sheet. However, the title sheet is correct with the exception of the bridge at approximately Station 113+00 which consists of 3 - 29' spans instead of 3 - 19' spans. The correct figures give the total length of bridges to be 296.0 lineal feet or 0.057 mile.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-B

TRENHOLM-CHAPMAN HILL SECTION OF THE NEHALEM HIGHWAY IN COLUMBIA AND WASHINGTON COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 3, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway (Sta. 45+88 to 398+00.1)........................	$ 31,579.19
NRS (1935) Funds (Sta. 45+88 to 398+00.1)........................	$ 31,417.77
Length of Roadway (Sta. 45+88 to 398+00.1)........................	6.642 miles
Length of 3 Non-participating Bridges........................	.026 mile
Total Length (Sta. 45+88 to 398+00.1)........................	6.668 miles

NEW WORK

Oiling (Sta. 95+66.2 to 45+88 = 145+88 to 398+00.1)

7.77	miles	Preparation of Base	$ 75.00	$ 582.75
2,800	cu. yds.	Furnishing and Placing Mineral Aggregate	3.45	9,660.00
218	tons	Emulsified or Cutback Asphalt in Place	23.30	5,079.40
188	tons	Tar in Place	20.00	3,760.00
		Subtotal		$ 19,082
		10% Engr. & Cont.		1,908
		Total		$ 20,990

Length of Roadway	7.563 miles
" " 5 Bridges	.057 "
Total Length	7.620 "
Cost per mile	$ 2,754

Note: Oiling is to be constructed across bridges.

Federal Aid Funds Requested........................	$ 12,810
State Funds........................	8,180
	$ 20,990

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

213-7.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 27, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are holding the estimate submitted May 24, 1937, as a basis for the proposed project agreement for Oregon Federal Aid Secondary Highway project FAS 213-F, Treharne-Cummings Hill section of the Nehalem Highway.

There is an error in the extension of the item "Emulsified or Cutback Asphalt in Place" which is carried through the estimate.

The agreement is referred to in the heading as "modified." This is a new agreement.

The lengths shown for roadway and bridges are inconsistent with the total length shown.

Please submit six copies of a corrected estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 25 1937
FOR FILING
213-7

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Treharne-Cummings Hill Section, Project No. FAS 213-F.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-F

TREHARNE-CUMMINGS HILL SECTION OF THE

NEHALEM HIGHWAY IN COLUMBIA AND WASHINGTON COUNTIES

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway	(Sta. 45+88 to Sta. 398+00.1)- - - - - - - -	$ 31,579.19
NRS (1935) Funds	(Sta. 45+88 to Sta. 398+00.1)- - - - - - - -	$ 31,417.77
Length of Roadway	(Sta. 45+88 to Sta. 398+00.1)- - - - - - - -	6.642 miles
Length of 3 Non-participating Bridges- - - - - -	- - - - - - - -	.026 mile
Total Length, (Sta. 45+88 to Sta. 398+00.1)- - -	- - - - - - - -	6.668 miles

NEW WORK

Oiling (Sta. 95+66.2 to 45+88 = 145+88 to 398+00.1)

7.77	miles	Preparation of Base	$ 75.00	$ 582.75
2,800	cu. yds.	Furnishing and Placing Mineral Aggregate	3.45	9,660.00
218	tons	Emulsified or Cutback Asphalt in Place	23.30	5,014.00
188	tons	Tar in Place	20.00	3,760.00
			Subtotal	$ 19,016
			10% Engr. & Cont.	1,901
			Total	$ 20,917

Length of Roadway	7.653 miles
" " 5 Bridges	.057 "
Total Length	7.620 "
Cost per mile	$ 2,733

Note: Oiling is to be constructed across bridges.

Federal Aid Funds Requested- -	$ 12,760
State Funds- -	8,157
	$ 20,917

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-F

[illegible] HILL SECTION OF THE NEHALEM HIGHWAY IN COLUMBIA AND WASHINGTON COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway (Sta. 45+88 to Sta. 398+00.1)- - - - - - - - - - $ 31,579.19
NRS (1935) Funds (Sta. 45+88 to Sta. 398+00.1)- - - - - - - - - - $ 31,417.77
Length of Roadway (Sta. 45+88 to Sta. 398+00.1)- - - - - - - - - - 6.642 miles
Length of 3 Non-participating Bridges- - - - - - - - - - - - - - - - .026 mile
Total Length, (Sta. 45+88 to Sta. 398+00.1) - - - - - - - - - - - - - 6.668 miles

NEW WORK

Oiling (Sta. 95+66.2 to 145+88 & 45+88 to 398+00.1)

7.77	miles	Preparation of Base	$ 200.00	$ 1,554.00
2,800	cu. yds.	Furnishing and Placing Mineral Aggregate	3.75	10,500.00
218	tons	Emulsified or Cutback Asphalt in Place	27.00	5,886.00
158	tons	No. 3 Road Oil in Place	26.00	4,108.00
188	tons	Tar in Place	23.00	(Alternate)
			Subtotal	$ 22,048
			10% Engr. & Cont.	2,204
			Total	$ 24,252

Length of Roadway	7.653 miles
" " 5 Bridges	.057 "
Total Length	7.620 "
Cost per mile	$ 3,182

Note: Oiling is to be constructed across bridges.

Federal Aid Funds Requested- $ 14,800
State Funds- 9,452

$ 24,252

RECEIVED
MAY 25 1937
FOR FILING
245-B

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Davies-Banks Section, Project No. FAS 245-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 245-B

DAVIES-BANKS SECTION OF THE
NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1937

1.44	miles	Preparation of Base	$ 150.00	$ 216.00
570	cu. yds.	Furnishing and Placing Mineral Aggregate	3.15	1,795.50
200	cu. yds.	8" - 0" Aggregate in Base	3.00	600.00
50	tons	Emulsified or Cutback Asphalt in Seal Coat	23.30	1,165.00
38	tons	Tar in Place	20.00	760.00
		Subtotal		$ 4,536
		10% Engr. & Cont.		453
		Total		$ 4,989

Length of Roadway	1.416	miles
" " 2 Bridges	.019	"
Total Length	1.435	"
Cost per mile	$ 3,476	

Note: Oiling is to be constructed across bridges

Federal Aid Funds Requested- -	$ 3,050
State Funds- -	1,939
	$ 4,989

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 245-B

DAVIES-BANKS SECTION OF THE
NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany oiling plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 9, 1937

1.44	miles	Preparation of Base	$ 200.00	$ 288.00
570	cu. yds.	Furnishing and Placing Mineral Aggregate	3.75	2,137.50
200	cu. yds.	2" - 0" Aggregate in Base	2.75	550.00
50	tons	Emulsified or Cutback Asphalt in Seal Coat	27.00	1,350.00
32	tons	No. 3 Road Oil in Place	26.00	832.00
38	tons	Tar in Place	22.00	(Alternate)
			Subtotal	$ 5,157
			10% Engr. & Cont.	515
			Total	$ 5,672

Length of Roadway	1.416	miles
" " 2 Bridges	.019	"
Total Length	1.435	"
Cost per mile	$ 3,952	

Note: Oiling is to be constructed across bridges

Federal Aid Funds Requested- $ 3,460
State Funds- 2,212

$ 5,672

RECEIVED
MAY 22 1937
FOR FILING

245-B

May 21, 1937

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of each of the following contracts which were awarded to you on April 28.

Contract No. 1978, for the construction of the Nehalem Highway Oiling Project on the Nehalem Secondary Highway in Clatsop, Columbia and Washington Counties;

Contract No. 1980, for the Linn and Yamhill Counties Oiling Project on Secondary State Highway in Linn and Yamhill Counties.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
30 1937
STATE HIGHWAY COMMISSION

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary projects Nos. FAS 213-C, D, F and G and 245-B, Nehalem Highway Oiling on the Nehalem Secondary Highway, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
APR 22 1937
FOR FILING
245-B

April 20, 1937

Mr. Lester Sheeley
Vernonia, Oregon

Dear Sir:

The contract for oiling work, to which you refer in your letter of April 17th, covers three units of the Nehalem Secondary State Highway, the locations of which units are shown on the accompanying map.

The total length of oiling work to be performed under this contract is 26.3 miles. The cost is expected to run between $60,000 and $70,000.

Very truly yours,

State Highway Engineer

LESTER SHEELEY
ATTORNEY AT LAW
VERNONIA, OREGON

RECEIVED
APR 20 1937
OREGON
STATE HIGHWAY COMMISSION

April, 17th, 1937.

State Highway Commission,
Salem, Oregon.

Gentlemen:

I notice by the press that you are contemplating letting contract for oil mat macadam on the Nehalem Highway on the 27th of April.

Will you let me know just what stretches of this improvement is intended to cover, and the estimated cost of the improvement?

Thanking you, I am

Very truly yours,

Lester Sheeley

x

RECEIVED
MAY 25 1937
FOR FILING

APR 16 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 213-7

April 13, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 213-F, the Treharne-Cummings Hill section of the Nehalem Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

Concurrence in award will be withheld pending approval of the project statement.

Approval of this project is also made subject to the condition that detail plans for the portion covered by the extension of the original project will be submitted prior to payment of the final voucher. The plan detail sheets showing the corrected length of the bridges on the original section should be furnished to agree with the revised length of completed work.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 25 1937
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE NO. 245-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

STATE

April 13, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 245-B, the Davies-Banks Section of the Nehalem Highway, have today been recommended for approval. You are hereby authorized to advertise the project, subject to final review and approval of the documents by the Chief Engineer.

Concurrence in award will be withheld pending approval of the project statement.

Approval is made subject also to the condition that detail plans will be submitted prior to payment of the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

FORM [illegible] 10-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
[illegible] 1937
FOR FILING

245-B

February 24th, 1937

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 13th Ave.
Portland, Oregon

Dear Sir:

Your letter addressed to J. H. Bishop, concerning the Davies-Banks and Vetas-Middleton Sections has been referred to me for answering.

It is impossible to include any of the section south of Banks as no more Federal Funds are available.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. S. [illegible], SECRETARY

RECEIVED
[illegible] 1937
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 24 1937
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

~~XXXXXXXXXXXXXXXXXXXXXX~~
Portland, Oregon
February 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. H. Bishop

Dear Sir:

Your letter received concerning Davies-Banks oiling to be placed under contract at the May meeting.

There is a section of the Nehalem Highway immediately south of Banks, and extending perhaps three miles, on which the oil surface has broken up very badly this winter. At your early convenience I would like to run over this with you if there is a possibility that the Davies-Banks Project could be extended south of Banks to include some crushed gravel resurfacing and oiling.

With respect to the Middleton-Votaw Section, plans and Special Provisions were submitted for this in connection with the Rex Hill-Newberg Section on December 17th. As you know, only the Rex Hill-Newberg Section was let at that time. Please have Vergil O'Neil look through the plans and Special Provisions submitted at that ime for the Middleton-Votaw Section and advise what additional information I may be able to supply.

An estimate was submitted at that time also and I will, approximately five days before opening of bids, submit another estimate.

Please advise date of next opening of bids.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. H. Bishop

RECEIVED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 24 1937
FOR FILING

Coast
Projects
Secondary

XXXXXXXXXXXXXXXXXXX
Portland, Oregon
February 23, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: J. H. Bishop

Dear Sir:

Your letter received concerning Davies-Banks oiling to be placed under contract at the May meeting.

There is a section of the Nehalem Highway immediately south of Banks, and extending perhaps three miles, on which the oil surface has broken up very badly this winter. At your early convenience I would like to run over this with you if there is a possibility that the Davies-Banks Project could be extended south of Banks to include some crushed gravel resurfacing and oiling.

With respect to the Middleton-Yotaw Section, plans and Special Provisions were submitted for this in connection with the Rex Hill-Newberg Section on December 17th. As you know, only the Rex Hill-Newberg Section was let at that time. Please have Vergil O'Neil look through the plans and Special Provisions submitted at that time for the Middleton-Yotaw Section and advise what additional information I may be able to supply.

An estimate was submitted at that time also and I will, approximately five days before opening of bids, submit another estimate.

Please advise date of next opening of bids.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. H. Bishop

RECEIVED
FEB 24 1937
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED

COPY

245-B

Portland, Oregon
February 23, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. N. Bishop

Dear Sir:

Your letter received concerning Davies-Banks oiling to be placed under contract at the May meeting.

There is a section of the Nehalem Highway immediately south of Banks, and extending perhaps three miles, on which the oil surface has broken up very badly this winter. At your early convenience I would like to run over this with you if there is a possibility that the Davies-Banks Project could be extended south of Banks to include some crushed gravel resurfacing and oiling.

With respect to the Middleton-Votaw Section, plans and Special Provisions were submitted for this in connection with the Rex Hill-Newberg Section on December 17th. As you know, only the Rex Hill-Newberg Section was let at that time. Please have Vergil O'Neil look through the plans and Special Provisions submitted at that time for the Middleton-Votaw Section and advise what additional information I may be able to supply.

An estimate was submitted at that time also and I will, approximately five days before opening of bids, submit another estimate.

Please advise date of next opening of bids.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
J. N. Bishop

See also letter Collier to Bishop 2/23/37
Smith to Collier 2/24/37

Mr. Baldock's copy filed under Nehalem
Highway project.

FORM 5-A-1 10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FEB 18 1937
FILE
245-B

February 18th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
7729 S. E. 15th Ave.
Portland, Oregon

NOTED
Highway Engineer

Dear Sir:

The Davies-Banks oiling will be placed under contract at the May meeting. I suggest you send in the plans and specifications as soon as convenient. It has been customary to allow the contractors to supply the crushed gravel for O-B oiling, as they invariably ship it from Portland.

The Votaw-Middleton Section will be placed under contract at the June letting. Plans and specifications may be submitted as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT# [redacted] 1979

FA 196-E Lamb Cr.-Sheep Ridge Sec., 1937
Santiam Hwy.
1979

RECEIVED
APR 11 1939
FOR FILING

7A 196 E

April 11, 1939

Mr. A. W. Green,
c/o E. I. Du Pont De Nemours & Co.,
1021 American Bank Bldg.,
Portland, Oregon.

Dear Sir:

In accordance with your request of sometime ago we wish to advise that final payment will be made to Roy L. Houck in connection with his Contract No. 1979, Lamb Creek-Sheep Ridge Section in Linn County, within the next ten days.

The total amount paid under the contract will be $114,838.40, and the amount of the final payment will be $3,081.20.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1979

RECEIVED
MAR 31 1939
FOR FILING
7A 196-5

March 31, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1979, for the construction of the Lamb Creek-Sheep Ridge Section of the Santiam Highway in Linn County has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 10, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims shoulf there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $114,856.40, including the final payment. Of this amount $5,329.41 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAR 10 1939
FOR FILING
7A. 176-2

March 9, 1939.

Mr. E. F. King, Manager
E. I. DuPont DeNemours & Company, Inc.
1110 Hoge Building
Seattle, Washington

Attention F. A. Stagler

Dear Sir:

In answer to your letter of March 3 requesting information as to the status of the Roy L. Houck contract for the Lamb Creek-Sheep Ridge Section of the South Santiam Highway, in Linn County, you are advised that this contract was satisfactorily completed on November 17, 1938, and was accepted by the Highway Commission on March 2, 1939. The final voucher has not yet been prepared.

Very truly yours,

Secretary

RA:MBL

RECEIVED
MAR 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802
E. I. du Pont de Nemours & Company
INCORPORATED
1110 Hoge Building
Seattle, Washington

EXPLOSIVES DEPARTMENT

Seattle, Washington
March 3rd, 1939

Oregon States Highway Commission
Salem
Oregon

Gentlemen:

ROY L. HOUCK - SALEM, OREGON
LAMB CREEK-SHEEP RIDGE SECTION SOUTH SANTIAM
HIGHWAY, LINN COUNTY, OREGON

Will you please advise the date of completion and acceptance of the subject contract by your department and greatly oblige. also the amount of final payment and date paid to Contractor.

Thank you -

Very truly yours,

E. F. KING, MANAGER

By F A Flagler

FAF/aes

REFERRED TO
Elvick
SECRETARY

R.H. Baldock

RECEIVED
FEB 7 1939

COST ANALYSIS-FINAL REPORT
Lamb Creek-Sheep Ridge Section
South Santiam Highway

Roy L. Houck, Contractor
Contract #1979

NOTED
C R. McCullough

J. C. Chapman, Resident Engineer
Prefix 22-1013

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clear and Grub	$9,160.78	100%			$5,850.00
Danger Trees	1,129.16	1,296.5 sq. ft.	0.87	0.75	972.38
Trench Excavation	3,075.15	1,962.0 cu. yd.	1.57	2.00	3,924.00
Common "	40,301.26	226,411.6 " "	0.178	0.20	45,282.32
Solid "	26,646.39	58,488.7 " "	0.455	0.60	35,093.22
Overhaul	4,575.00	250,019 yd. sta.	0.018	0.01	2,500.19
Truck Haul	6,658.97	38,379.6 yd. mi.	0.173	0.15	5,756.94
Finish Roadbed & Slopes	1,177.79	1.35 Miles	872.43	300.00	405.00
Rounding Cutbanks	385.15	5,031 lin. ft.	0.08	0.08	402.48
8" Porous Drain Tile	217.33	663 " "	0.32	0.50	331.50
18" C.I.P. Pro. Inv.	1,375.79	684 " "	2.01	2.00	1,368.00
18" XSTR C.I.P. Pro. Inv.	1,299.27	574 " "	2.26	2.30	1,320.00
24" C.I.P. Prov. Inv.	652.13	218 " "	2.99	3.10	675.80
24" XSTR C.I.P. Prov. Inv.	1,659.08	452 " "	3.67	4.00	1,808.00
30" " " " "	2,867.93	604 " "	4.75	5.10	3,080.40
48" " " " "	2,274.79	194 " "	11.72	10.50	2,037.00
Rock Backfill	250.98	84.37 cu. yd.	2.97	1.50	126.56
Selected Roadbed Topping	896.52	2,817.0 " "	0.32	0.20	563.40
Hauling Topping	468.81	2,565.0 yd. mi.	0.18	0.15	384.75
Force Account	3,348.50				3,329.41
	$108,420.78				$115,211.55

Gross Revenue	$115,211.55
Total Cost	108,420.78
Net Profit Equals	$6,790.71 or 5.8% of Gross Revenue

Lamb Creek-Sheep Ridge Section

Detail of Cost

Labor:

Supervision	$2,700.91	
Labor	41,223.11	
State Industrial Accident Insurance	2,855.06	
Unemployment and Social Security	1,756.96	
Public Liability	330.93	
		$48,866.97

Materials:

8" Porous Drain Tile	200 lin. ft. at $0.195	$39.00	
" " " "	463 " " " 0.12	55.56	
18" C.I.P. Pro. Inv.	684 " " " 1.353	925.45	
18" " " " XSTR	574 " " " 1.588	911.51	
18" Bands	54 at 1.871	101.03	
24" C.I.P. Pro. Inv.	218 lin. ft. at 2.114	460.85	
24" " " " "	452 " " " 2.754	1,244.81	
24" Bands	34 at 2.333	79.32	
30" C.I.P. Pro. Inv. XSTR	604 lin. ft. at 3.507	2,118.23	
30" Bands	31 at 3.175	98.42	
30" x 24" x 24" Wye		28.07	
48" C.I.P. Pro. Inv. XSTR	194 lin. ft. at 7.055	1,368.67	
48" Bands	9 at 4.981	44.83	
9" Perf. C.I.P.	108 lin. ft. at 0.70	75.60	
9" Bands	3 at 1.00	3.00	
			7,554.35

Equipment Rental, Small Tools and Miscellaneous:

Equipment Rental (Including repairs)	$27,377.00	
Gas, Oil and Grease	7,541.45	
Explosives	6,912.12	
Small Tools and Misc. Supplies	5,394.16	
Home Office Expense	2,304.24	
Bond	1,152.12	
Hired Equipment	948.00	
Lumber	254.98	
Freight and Cartage	86.66	
Public Utility Commission	28.75	
		51,999.48
Total Cost		$108,420.78

Lamb Creek-Sheep Ridge Section

REMARKS:

This 1.35 mile Federal Aid grading project was bid and awarded April 28th, 1937. Clearing was started May 10th, and excavation on September 10th. Work was then suspended November 6th, because of wet weather. Grading was again started June 13th, 1938 and the contract was completed November 17th.

The original specified completion date was December 15th, 1937. This time was later extended to October 23rd, 1938 as the contractor could not get his equipment to the job until late summer as the adjoining contract had not been completed. A shutdown was ordered November 6th, 1937 because the wet material was making unstable fills and because of a 43% increase in yardage due to slides.

A large loss was sustained on clearing due to a low bid and poor supervision. A difficult hike of two miles was necessary to get to the job as the adjoining contract was not completed. Powder and tools were brought in on a pack horse. Mostly hand labor was used and because of the hike the contractor paid his men $0.10 an hour above the standard wage. This increased the cost approximately $900.00. The work was not prosecuted as it should have been after the majority of the clearing was completed as many small piles of stumps, logs and debris were left lying around. Some of these piles interfered with the grading, and the contractor would move them with a tractor. Several were handled two and three times before they were burned.

For excavation the contractor brought to the job 4 - 95 h.p. tractors, 1 - 75 h.p. tractor, 3 bulldozers, 4 - 12 cu. yd. scrapers and a 40 h.p. tractor and dozer. This equipment was worked 3 - 7-hour shifts daily.

The common excavation was easily handled with the cats, scrapers and dozers, but the cost was increased due to working in wet material last fall and early this spring. The unit cost would have been higher, however, if there had not been an increase of 86,000 cubic yards due to slides.

The majority of the solid material drilled easy and required only 0.57 lb. of powder per cu. yd. for shooting. Approximately 65% was excavated with cats and scrapers, and the remainder was moved by two shovels (1 - 1 cu. yd. and 1 - 3/4 cu. yd.) that were moved in on October 1st, 1938. The moving in of the two shovels for the remaining 18,000 cubic yards of solid and 2,800 cubic yards of topping was expensive, but necessary for the completion of the work.

Topping and topping haul was costly as the quantity was small and the weather wet which slowed the trucks considerably. Five Ford trucks with 4 cu. yd. bodies were used for hauling. A tractor and 12 cu. yd. scraper were also used on the shorter hauls.

The finishing and spreading of the topping was done with a large diesel power blade and a tractor and 12 cu. yd. scraper. The finishing costs were high due to the weather and the condition in which the job had been left for the finishing crew.

A fair profit was made on this contract due to a good price on solid excavation and an increase in common excavation of 86,000 cubic yards due to slides which were easily handled with cats and scrapers. The cost was increased due to moving the equipment out in November after only two months of grading and because of poor supervision.

A charge for about one month's engineering is to be made against this contract. The exact amount has not been determined so has not been considered in this report.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

FORM 5-A-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 4, 1939.

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Attention - Mr. F. E. Andrews,
Senior Highway Engineer.

Dear Sir:

Reference is being made to yours of January 3rd, 1939, in answer to ours of December 13th, 1938, requesting additional extension of time to Nov. 17, 1938, on Oregon Federal Aid Project No. 196-E, Lamb Creek-Sheep Ridge Section of the Santiam Highway.

You state in your letter that "since no new causes for time extension are advanced we shall be unable to concur in further extension without penalty." We believe that the contractor is entitled to additional extension without penalty for the reason stated in the second paragraph of our letter of December 13th. At the time the first extension was requested it was estimated that the quantities for slide removal, etc., would exceed the contract amount by 30%. However, after the project was completed and the estimate finalled, it was found that final quantities were 41% over instead of the 30% estimated. In other words, final quantities were 11% over that estimated on which the first extension was granted. Therefore we believe that in all fairness to the contractor the second extension should be granted without penalty, because of this additional increase, to October 23rd, and that engineering penalty be charged from that date to the completion of the job Nov. 17, 1938.

It is hoped that you will reconsider and concur in the second extension as requested in ours of December 13th.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough

#1979

RECEIVED
DEC 30 1938
FOR FILING
176-2

December 30, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 1979, Lamb Creek-Sheep Ridge Section of the Santiam Highway in Linn County. This payment will be made on or after January 9th, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

196

O[illegible]ON STATE HIGHWAY COMMISSI[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 24, 1938

Section	Lamb Creek-Sheep Ridge	*Kind of work*	Grading
Highway	Santiam	*Section prefix*	22-1013
Contractor	Roy L. Houck	*Contract number*	1979
Date of contract	April 27, 1937	*Date of completion*	Dec. 15, 1937
Date work started	May 10, 1937	*Estimated date of completion*	
Amount of contract	$ 95,940	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering $ 115,211.55

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 7400 , 6.42 % *Date project was completed* November 17, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Tuesday: Party completed final estimate. Chapman delivered estimate to division office Wednesday and went with F. D. Mason on trip over Wolf Creek Highway. Projects near Jewell to be taken over next month were inspected.

RECEIVED
DEC 27 1938
OFFICE OF
DIVISION ENGINEER

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed J. C. Chapman J. C. Chapman

Address Cascadia, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 21 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 196-E

December 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 196-E, Lamb Creek-Sheep Ridge section, Santiam Highway ____________________, was made by a representative of this office on November 15, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By JLissner
J. Lissner
Asst. Highway Engineer

RECEIVED
DEC 19 1938
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 13th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

196-E

NOTED

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

May we have your concurrence in an extension of time on F.A.P. 196-E, Roy L. Houck's Contract No. 1979 on the South Santiam Highway, from November 1st to November 17th with engineering penalty assessed from October 23rd to November 17th.

This is the second extension, the first being from December 15th, 1937 to November 1st, 1938 with engineering penalty from October 1st. The contract was completed on November 17th, and the final quantities were increased 41% instead of the 30% estimated. This would allow an extension without penalty of 94 days beyond July 20th, or to October 23rd.

Because of this increase, it is recommended that the second extension be granted with engineering penalty from October 23rd to November 17th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Lew
R

cc to: R. H. Baldock

NOTED
C. B. McCULLOUGH

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
DEC 13 1938

196-S

December 12, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith request from R. L. Houck for a time extension on his contract No. 1979 on the South Santiam Highway from November 1st to November 17th, the date of final completion. Consent of surety is included.

Additional slide material over and above the amount estimated in computing his previous time extension without penalty was removed during the completion work on this contract. The total final quantities totaled [illegible]0,000 cubic yards, which is an increase of 41 per cent instead of 30 per cent previously estimated. This would allow an extension without penalty of 94 days beyond July 20th, or to October 23rd. The previous extension was to November 1st with engineering penalty from October 1st.

It is recommended that the extension be granted as requested to November 17th, with engineering penalty applied from October 23rd instead of October 1st.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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SEP 21 1938
FOR FILING
196-K

IN REPLY PLEASE REFER TO FILE NO.

September 19th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Roy Houck from September 15th, 1937 to November 1st, 1938, Lamb Creek-Sheep Ridge Section of the South Santiam Highway, Contract No. 1979, F.A.P. 196-E.

Mr. Houck's work was shut down from November 6th, 1937 to June 13th, 1938 as the soil was of such nature that fills could not be constructed during the winter months. In addition there were slides which increased his yardage from 199,000 to 260,000 yards. This caused an increase of about 30% in yardage but delayed Mr. Houck considerably more than the proportional increase in time on account of the necessity for grading additional slide areas at certain times and the uncertainty in the procedure for handling these slides.

It is, therefore, recommended that the extension be granted until November 1st, 1938 without penalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
J. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

RECEIVED
SEP 12 1938
FOR FILING

R. H. Baldock
R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, Division Engineer
SALEM

7a 1196-E

September 9, 1938

In Reply Please
Refer to File No.
22-1913

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from Mr. Roy Houck, with consent of surety, for an extension of time for the completion of the Lamb Creek-Sheep Ridge Section of the South Santiam Highway; contract No. 1979.

As pointed out in Mr. Houck's letter, this work was shut down on November 6, 1937, and was resumed on June 13, 1938. On June 21 I wrote Mr. Houck advising him that his original time limit was December 15, 1937, but the shut-down order from November 6 to June 13 entitled him to a 38-day extension, which would carry the completion date to July 20.

Since that time slides have occurred, which has increased his yardage from 199,000 to 260,000, an increase of 30 per cent. I think Mr. Houck should be allowed an extension of 30 per cent of his original time from the award to the completion date beyond July 20, which would carry the completion date to the last of September. It is recommended that the extension to November 1 be granted, with an assessment for engineering costs beyond September 30.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

R. H. Baldock

RECEIVED
MAY 17 1939
F -

FA 196-E

Cost Analysis to August 15, 1938
Lamb Creek-Sheep Ridge Section
South Santiam Highway
Contract 1979 Prefix 22-1013
Roy L. Houck, Contractor
J. C. Chapman, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$8,630.27	95%				$5,557.50
Felling Danger Trees	1,109.28	1,250	sq. ft.	0.89	0.75	937.50
Trench Excavation	2,716.44	1,551	cu. yds.	1.75	2.00	3,102.00
Common Excavation	31,015.09	144,440	" "	0.214	0.20	28,888.00
Solid Excavation	10,353.26	20,790	" "	0.50	0.60	12,474.00
Overhaul	1,915.71	116,700	yd. sta.	0.016	0.01	1,167.00
Truck Haul	1,654.00	9,000	yd. mi.	0.18	0.15	1,350.00
Rounding Cut Banks	301.65	2,700	lin. ft.	0.11	0.08	216.00
8" Porous Drain Tile	218.17	663	lin. ft.	0.33	0.50	331.50
18" Corr. Iron Pipe Pro. Inv.	706.01	392	" "	1.80	2.00	784.00
18" " " " XSTR	1,189.68	558	" "	2.13	2.30	1,283.40
24" " " "	637.34	218	" "	2.92	3.10	675.80
24" " " " XSTR	1,616.00	452	" "	3.57	4.00	1,808.00
30" " " " "	2,662.59	542	" "	4.91	5.10	2,764.20
48" " " " "	2,558.18	194	" "	13.19	10.50	2,037.00
Rock Backfill	149.97	82	cu. yds.	1.82	1.50	123.00
Force Account	88.92					80.61
	$67,522.56					$63,579.51

Total Cost	$67,522.56
Gross Revenue	63,579.51
Net Loss Equals	$ 3,943.05 or 6% of the

Gross Revenue

Lamb Creek-Sheep Ridge Section

Detail of Cost

Labor:

Supervision	$1,158.98	
Labor	22,445.88	
State Industrial Accident Insurance	1,528.75	
Unemployment Insurance & Social Security	940.77	
Public Liability	235.19	$26,309.57

Materials:

8" Drain Tile	182 lin. ft.	at 0.195	$35.49	
8" " "	481 " "	at 0.12	57.72	
18" Corr. Iron Pipe Pro. Inv.	392 " "	at 1.503	589.18	
18" " " " " " XSTR	558 " "	at 1.764	984.31	
24" " " " " "	218 " "	at 2.349	512.08	
24" " " " " " "	452 " "	at 3.06	1,383.12	
30" " " " " " "	542 " "	at 3.897	2,112.17	
48" " " " " " "	194 " "	at 7.839	1,520.77	
18" Bands	44	at 2.079	91.48	
24" "	28	at 3.528	98.78	
30" "	27	at 3.897	105.22	
48" "	9	at 5.535	49.82	
30" to 24"-24" Reducing Wye	1	at 34.64	34.64	7,574.78

Equipment Rental, Small Tools & Miscellaneous Supplies:

Equipment Rental	$17,036.00	
Explosives	4,675.87	
Gas, Oil and Grease	4,107.25	
Miscellaneous Supplies and Small Tools	4,591.18	
Main Office Expense	1,907.34	
Bond 1% Gross Revenue	635.79	
Freight and Cartage	483.15	
Lumber	201.63	33,638.21

Total Expense to August 15, 1938 $67,522.56

Lamb Creek-Sheep Ridge Section

REMARKS:

This contract was bid and awarded April 28, 1937. Clearing was started May 10th, but because the grading equipment could not be brought in over an adjoining contract that was under construction, the excavation was not started until September 10th. Work was suspended November 6th because of extremely wet weather although the contract was only 28% complete and the completion date was December 15th.

Work was again started June 13th of this year and because of the time lost last year due to weather the completion date was extended to July 20th. On August 15th the contract was 60% complete with the time over run 26 days, but 60,000 cu. yds. had been added to the work by slides and approximately 240 hours working time had been lost because of fire hazard. 94,770 cu. yds. of the 260,000 cu. yds. in the contract remain to be excavated and if the weather remains fair the work should be completed by October 15th.

Clearing shows a large loss due mainly to extremely poor supervision and the payment during 1937 of $0.10 per hour above the standard wage because of a difficult hike to and from the job. This amounted to an additional $950.00.

The excessive cost of the 48" pipe is due to the lifting of two sections by high water. Approximately four feet of material had been filled over the pipe and this was removed by hand.

Common excavation has been expensive because of working during wet weather last fall and because the material in cuts which had been opened last fall was still wet when work was begun this spring.

The small amount of solid excavated to date has been handled fairly easily with scrapers, but a shovel will be brought in about September 1st to excavate most of the remaining 40,000 cu. yds. of solid and for placing the 3,400 cu. yds. of talus rock topping.

This job was bid at a fair price but because of the late start last fall, the cost of moving in and out and the poor supervision, the job shows a loss to date. However, there still remains 94,770 cu. yds. of excavation, of which 55,000 cu. yds. are slide and common excavation, and if the weather remains fair the contractor should come out with equipment rental.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUN 23 1938
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196-E

June 21, 1938

IN REPLY PLEASE REFER TO FILE NO.
22-1013

Mr. Roy L. Houck,
U. S. National Bank Building,
Salem, Oregon.

NOTED
State Highway Engineer

Dear Sir:

On November 6, 1937, you were instructed by letter to discontinue further grading operations on the Lamb Creek-Sheep Ridge Section of the South Santiam Highway until sometime in the spring, when satisfactory weather conditions would permit of the grading work without loss of embankment material, which was then taking place due to the extreme saturated condition. Confirming the verbal instructions recently given you, you were to proceed immediately with the resumption of the grading work, weather conditions and the ground now being very suitable for grading operations.

It is noted in the engineer's report that you actually started regrading work on June 13. The original time limit on your contract was December 15, 1937. The shutdown order on November 6 entitles you to a 38-day (being the time from November 6 to December 15) working period from the time of resumption of grading work. You will, therefore, be entitled to a period of 38 days from June 13 as an adjusted time limit on your original contract. This will carry you to July 20. You should apply for time extension beyond this date as may be required for the completion of the contract.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
J. C. Chapman
U. S. Bureau of Public Roads

R.H. Baldock

196

FOR FILING

NOTED
State Highway Engineer

Cost Analysis to February 15, 1938
South Santiam Highway
Lamb Creek-Sheep Ridge Section
Contract 1979   Prefix 22-1015

Roy L. Houck, Contractor   J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$8,159.69	85%		$5,850.00	$4,972.50
Felling Danger Trees	1,195.75	1,250 sq. ft.	0.957	0.75	937.50
Trench Excavation	1,409.79	804 cu. yd.	1.755	2.00	1,608.00
Common "	12,124.06	55,900 cu. yd.	0.217	0.20	11,180.00
Solid "	1,566.96	3,100 cu. yd.	0.505	0.60	1,860.00
Overhaul	1,320.19	80,000 yd. sta.	0.017	0.01	800.00
8" Porous Drain Tile	97.38	182 lin. ft.	0.535	0.50	91.00
18" C.I.P. Pro. Invert	255.29	116 lin. ft.	2.20	2.00	232.00
18" " " " " " XSTR	368.93	148 lin. ft.	2.492	2.30	340.40
24" " " " " "	370.69	116 lin. ft.	3.195	3.10	359.60
24" " " " " " "	629.79	156 lin. ft.	4.037	4.00	624.00
30" " " " " " "	1,746.70	334 lin. ft.	5.23	5.10	1,703.40
48" " " " " " "	2,225.73	194 lin. ft.	11.473	10.50	2,037.00
Rock Backfill in Drains	38.64	16 cu. yd.	2.415	1.50	24.00
Force Account	84.74				80.61
	$31,574.33				$26,850.01

Total Cost	$31,574.33
Gross Revenue	26,850.01
Net Loss	$4,724.32

Net Loss Equals 17.6% of Gross Revenue

South Santiam Highway
Lamb Creek-Sheep Ridge Section

Detail of Cost to February 15, 1938

Labor:

Supervision	$1,192.55	
Labor	12,367.05	
State Industrial Accident Insurance 5% + 30% of Payroll	881.37	
Unemployment & Social Security 3% of Payroll	406.79	
		$14,847.76

Materials:

8" Porous Drain Tile	182 lin. ft. at 0.195	35.49	
18" C.I.P. Pro. Invert	116 " " at 1.503	174.35	
18" Bands	5 at 2.079 each	10.40	
18" C.I.P. Pro. Invert, XSTR	148 lin. ft. at 1.764	261.07	
18" Bands	6 at 2.079	12.47	
24" C.I.P. Pro. Invert	116 lin. ft. at 2.349	272.48	
24" Bands	4 at 2.592 each	10.37	
24" C.I.P. Pro. Invert, XSTR	156 lin. ft. at 3.06	477.36	
24" Bands	6 at 2.592	15.55	
30" C.I.P. Pro. Invert, XSTR	334 lin. ft. at 3.897	1,301.60	
30" Bands	17 at 3.528 each	59.98	
48" C.I.P. Pro. Invert, XSTR	194 lin. ft. at 7.839	1,502.77	
48" Bands	9 at 5.535	49.82	
			4,201.71

Equipment Rental, Miscellaneous Supplies & Small Tools:

Equipment Rental	$6,842.00	
Gas, Oil & Grease	2,042.66	
Overhead, Main Office	1,106.02	
Powder & Blasting Supplies	1,553.56	
Bond 1% of Gross Revenue	268.50	
Public Liability 0.095% Payroll	128.62	
Miscellaneous Supplies & Small Tools	583.30	
		12,524.86
Total Cost		$31,574.33

South Santiam Highway
Lamb Creek-Sheep Ridge Section

REMARKS:

This project was bid and awarded April 28, 1937. Clearing was begun May 10th, and grading September 17th. Due to the extremely wet condition of the materials to be handled, work was suspended November 17th, by order from the Highway Department. At that time the project was 28% complete with 89.5% of the time elapsed. The completion date being December 15th, 1937.

The clearing item consisted of 3.2 acres of clearing and 8.35 acres of grubbing. The right of way had been cleared but not grubbed in 1935 by relief forces, and the 3.2 acres of clearing was in widening at various sections. Clearing shows a large loss as almost all the work was done by hand. Also, the contractor paid his clearing crew .10 cents an hour above the standard wage as it was necessary for them to walk about two miles each way. This amounted to an additional expense of about $950.

Danger trees show a loss because about 50% had to be burned.

All pipe shows a loss as it had to be brought in by sled. The 48" pipe shows a large loss as two sections were raised by water and had to be removed. The fill at that time was about four feet over the pipe, and this was removed by hand labor.

Grading was not begun until September 17th, as the adjoining contract was not completed and it would have been difficult to get the grading equipment in. Rains which permitted only intermittent grading increased the cost of common excavation. The majority of solid encountered was boulders.

Rock backfill was picked up by hand and some was broken with hammers.

The work shows a large percentage of loss to date, but if it is not necessary for the contractor to start too soon this coming spring he should come out with a small profit.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
NOV 8 1937
FOR FILING
196-5

November 6, 1937

IN REPLY PLEASE
REFER TO FILE NO.
22-1013

Mr. Roy L. Houck,
712 U. S. National Bank Bldg.,
Salem, Oregon.

Dear Sir:

Due to the very wet condition of the materials that you are now handling on the grading work of the Lamb Creek-Sheep Ridge Section of the South Santiam Highway, which materials are making a very unstable and unsatisfactory embankment and are causing considerable loss through sloughing and slides in the fills, you are hereby instructed to discontinue grading operations forthwith until further notice.

This suspension of work is in accordance with the provisions outlined on page 13, section 5, of the standard specification form, of which your contract is a part. It is assumed that conditions will not be satisfactory for resuming this grading work until June or July of next year.

Before leaving the scene of your contract this fall, however, the work should be so arranged as to eliminate the possibility of damage during the winter season. Any grubbing or clearing still to be done should be cleaned up, all possible culverts should be installed and protected and such items as Mr. Chapman, the resident engineer, may deem necessary for leaving the job in good condition during the winter period should be taken care of.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. G. Smith
J. C. Chapman
U. S. Bureau of Public Roads

RECEIVED
OCT 14 1937
FOR FILING
196-E

October 13th, 1937

Mr. Roy L. Houck, Contractor
1585 N. 20th Street
City

Dear Sir:

Nearly seventy percent of the contract time has elapsed on the Lamb Creek-Sheep Ridge Section of the Santiam Highway, Oregon Federal Aid Project 196-E; whereas, but ten percent of the work has been accomplished.

This has been called to your attention several times, and I again wish to advise you that it is impossible for us to extend the contract time limits without adequate reason - in which weather conditions cannot be considered. It appears that lack of equipment is the sole reason you are not making better progress, and I again wish to point out to you that you will be faced with a very severe penalty for engineering costs unless you hasten the progress of the work.

Very truly yours,

State Highway Engineer

S

FERRED TO
Mr. Smith
By State Highway Engineer

Please prepare
an answer.

RECEIVED
OCT 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

TES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

October 4, 1937

ļook
Engineer

ttention is called to the poor progress made
tor on Oregon Federal Aid Project No. 196-E,
-Sheep Ridge section of the Santiam Highway.
contract was awarded on April 28, 1937, the
eptember 15th was only 6% of the total amount,
e contract time elapsed.

As all of the grading, amounting to approximately 200,000 C.Y., remained to be moved at the time of our last inspection, with unfavorable weather approaching, it is suggested that the contractor be required to place an adequate crew and sufficient equipment on the project at once. Reference is made to our letter of April 10, 1937, regarding this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

1937

RECEIVED
OCT 5 - 1937
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 4, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your attention is called to the poor progress made by the contractor on Oregon Federal Aid Project No. 196-E, the Lamb Creek-Sheep Ridge section of the Santiam Highway. Although the contract was awarded on April 28, 1937, the work done on September 15th was only 6% of the total amount, with 61% of the contract time elapsed.

As all of the grading, amounting to approximately 200,000 C.Y., remained to be moved at the time of our last inspection, with unfavorable weather approaching, it is suggested that the contractor be required to place an adequate crew and sufficient equipment on the project at once. Reference is made to our letter of April 10, 1937, regarding this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
SEP 3 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
D, OREGON

RECEIVED
SEP 3 - 1937
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon F.A.P. 196-E
Lamb Creek-Sheep Ridge section
Santiam Highway

September 2, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jton

Appr 31687

Form P. R. 2

State Oregon

Project No. 196-B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of July, 1937

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 8th day of July, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section [illegible] of said project which were recommended for approval by the United States District Engineer on the 10th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-four thousand, three hundred eighty and 00/100 dollars ($64,380.00) as the share of the United States payable under said act on account of Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2351+50 at the east end of Section D in the SW 1/4 of Section 28, T. 13 S., R. 5 E., W.M., and survey station 2426+90 in the NW 1/4 of Section 33, T. 13 S., R. 5 E., W.M., excepting therefrom that portion between survey stations 2358+94.5 and 2361+45.5.

, length 1.340 miles, in Linn County, being Section E of Oregon project No. 196, consisting of 1.340 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~of a mile in length~~.

8—6518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [illegible] of said project shall not in any event exceed the sum of sixty-four thousand, three hundred eighty and 00/100 dollars ($64,380.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred five thousand, five hundred thirty-nine and 00/100 dollars ($105,539.00), the approved total estimated cost of Section [illegible] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed ~~the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 132

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7 day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 196-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 105,539.00 as the total estimated cost of said project, and the sum of $ 64,380.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7 day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4020

FORM 1-A-4 5M-6-37
COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
W. C. GALLAGHER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 18 1937
FOR FILING
126-C

August 16th, 1937

Mr. Roy L. Houck, Contractor
1535 N. 20th Street
C i t y

Dear Sir:

I note by the weekly report of August 14th, that you still have not started work on the Lamb Creek-Sheep Ridge Section.

We cannot tolerate any further delay on this project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
F. D. Mason

FORM S-A-1 5M 5-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 10 1937

FOR FILING
196-E

NOTED
State Highway Engineer

August 6th, 1937

Mr. Roy L. Houck, Contractor
1585 N. 20th Street
City

Dear Sir:

During a recent inspection of the Santiam Highway, it was noted that Berke's job is now opened up so that it would be possible for you to transport bulldozers andcarry-alls into your job.

It is very important that this section of the South Santiam Highway be finished this fall so that there will be no delay in completing the balance of the work next spring. Please take immediate steps, therefore, to start active grading work on that project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JUL 12 1937

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP No. 196-E
Lamb Creek-Sheep Ridge Section
of the Santiam Hwy.

July 9, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Tron

RECEIVED
JUL 29 1937
FOR FILING
196-E

June 26, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Lamb Creek-Sheep Ridge Section, FA Project No. 196-E.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department Federal Aid Project No. 196-E

LAMB CREEK-SHEEP RIDGE SECTION

OF THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 22, 1937

Grading and Topping

All Required		Clearing and Grubbing		$ 5,850.00
700	sq. ft.	Felling Danger Trees	$ 0.75	525.00
1,700	cu. yds.	Trench Excavation	2.00	3,400.00
129,000	cu. yds.	Common Excavation	0.20	25,800.00
70,000	cu. yds.	Solid Rock Excavation	0.60	42,000.00
160,000	yd. sta.	Overhaul	0.01	1,600.00
31,000	yd. mi.	Truck Haul	0.15	4,650.00
1.34	mile	Finishing Roadbed and Slopes	300.00	402.00
7,500	lin. ft.	Rounding Cutbanks	0.08	600.00
200	lin. ft.	8" Porous Drain Tile	0.50	100.00
500	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	1,000.00
500	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	2.30	1,150.00
130	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.10	403.00
570	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	2,280.00
600	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	5.10	3,060.00
200	lin. ft.	48" Extra Strength Corr. Iron Pipe, Protected Invert	10.50	2,100.00
30	cu. yds.	Rock Backfill in Drains	1.50	45.00
3,400	cu. yds.	Selected Roadbed Topping	0.20	680.00
2,000	yd. mi.	Hauling Roadbed Topping	0.15	300.00
			Subtotal	$ 95,945
			10% Engr. & Cont.	9,594
			Total	$ 105,539

Length of Roadway	1.340 miles
" " Bridge	.048 mile
Total Length	1.388 miles
Cost per mile, Roadway	$ 78,760

Federal Aid Funds Requested- -	$ 64,380
State Funds- -	41,159
	$ 105,539

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

FORM 5-A-1 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 1937
FOR FILING
196-E

~~SALEM~~ CASCADIA
June 1, 1937.

RECEIVED
JUN 2 - 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

IN REPLY PLEASE
REFER TO FILE NO.
22-1013

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention : Mr. G. S. Paxson
Bridge Engineer.

Dear Sir:

In the steel list for the Crazy Creek culvert on the Santiam Highway, a copy of which I have just received, it is noted that no reinforcing steel is included for the parapet and cap. In this connection, I would call attention to an apparent discrepancy in a dimension shown on Drawing No. 4804. The over-all clearance of the cap above the top of slab is shown as 1'-5" for fills above one foot. This would place the cap two inches down into the haunch of the wing wall.

Very truly yours,

J. C. Chapman
J. C. Chapman
Resident Engineer.

cc Mr. R. H. Baldock
Mr. F. D. Eason

NOTED
State Highway Engineer

RECEIVED
MAY 22 1937
FOR FILING

196-E

May 21, 1937

Mr. Roy L. Houck
1566 N. 20th Street
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of each of the following contracts, awarded you April 20:

Contract No. 1977, for grading the Short Sand Beach Section of the Oregon Coast Highway, in Tillamook County;

Contract No. 1978, for grading the Lamb Creek-Sheep Ridge Section of the Santiam Highway, in Linn County.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
JUL 29 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 196-E

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1937

RECEIVED
[illegible] 30 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 196-E, the Lamb Creek-Sheep Ridge section of the Santiam Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 10, 1937

RECEIVED
APR 13 1937
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 196-E, the Lamb Creek-Sheep Ridge section of the Santiam Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief Engineer of the Bureau.

On page 15 of the special provisions it is noted that access to this project probably cannot be effected until July or August. In order to move in grading equipment and move 200,000 cu.yds. after that date and before possible rains in September, it seems to us that a larger amount of equipment will be necessary than such a small project justifies. We believe the bidders' attention should be especially called to this fact in order to forestall requests for time extensions.

Sul

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

April 6, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of estimate to accompany the plans and specifications for the Lamb Creek-Sheep Ridge Section, F. A. Project No. 196-E.

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 196-E

LAMB CREEK-SHEEP RIDGE SECTION OF
THE SANTIAM HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 6, 1937

All Required		Clearing and Grubbing		$ 4,000.00
700	sq. ft.	Felling Danger Trees	$ 1.00	700.00
1,700	cu. yds.	Trench Excavation	2.00	3,400.00
129,000	cu. yds.	Common Excavation	0.25	32,250.00
70,000	cu. yds.	Solid Rock Excavation	0.65	45,500.00
160,000	yd. sta.	Overhaul	0.015	2,400.00
31,000	yd. mi.	Truck Haul	0.15	4,650.00
1.34	miles	Finishing Roadbed and Slopes	500.00	670.00
7,500	lin. ft.	Rounding Cutbanks	0.10	750.00
200	lin. ft.	8" Porous Drain Tile	0.70	140.00
500	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.50	1,250.00
500	lin. ft.	18" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	1,500.00
130	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.50	455.00
570	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	2,280.00
600	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.50	2,700.00
200	lin. ft.	48" Extra Strength Corr. Iron Pipe, Protected Invert	12.00	2,400.00
30	cu. yds.	Rock Backfill in Drains	3.00	90.00
3,400	cu. yds.	Selected Roadbed Topping	0.30	1,020.00
2,000	yd. mi.	Hauling Roadbed Topping	0.15	300.00
			Subtotal	$ 106,455
			10% Engr. & Cont.	10,645
			Total	$ 117,100

Length of Roadway	1.340 miles
" " Bridge	.048 "
Total Length	1.388 "
Cost per mile, Roadway	$ 87,388

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 71,440
State Funds- -	45,660
	$ 117,100

RECEIVED
AUG 3 1937
FOR FILING

196-E

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE
NATIONAL REEMPLOYMENT SERVICE

204 Old Post Office Bldg.,
Portland, Oregon,
April 19, 1937

Mr. S. H. Probert, Office Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Probert:

This will acknowledge receipt of your letter of April 16. On giving the Lamb Creek-Sheep Ridge Project in Linn County further consideration of 44 hours a week, I believe that we made a mistake last year in putting 44 hours a week on the part that was let at that time, and I believe that we are making another mistake if we allow 44 hours a week to correct the one that was made last year.

As you know, it is the intention and endeavor of the government to make as short a working week in order to place more people at work. I would much prefer to start this project on a 40-hour week and in case there is any question of keeping a crew on the job that it be extended to 44 hours a week afterwards.

The only condition under which I would be willing to agree to a 44-hour a week at this time is that you will agree not to ask for anything over 40 hours per week on any new contracts. I would like to hear Mr. Lynch's opinion regarding this.

Yours very truly,

Guy Lintner

Guy V. Lintner
State Director

GVL/HC

cc: W. H. Lynch, District Engineer
Bureau of Public Roads

April 16, 1937

Mr. Guy V. Lintner, State Director
National Reemployment Service
204 Old Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 7th, concerning the number of working hours per week to be specified for the proposed Lamb Creek-Sheep Ridge Project, in Linn County, and to our subsequent conversation by telephone relative to the same matter.

In order to clear this matter with the Bureau of Public Roads, we should have a letter from you approving the use of the 44-hour week. As explained in our telephone conversation, we already have under contract the section of the Santiam Highway which adjoins the Lamb Creek-Sheep Ridge Project on the west, and that the work on that section is to be on a 44-hour basis. To specify a different number of working hours for the Lamb Creek-Sheep Ridge Project would, in our opinion, result in dissatisfaction among the employees on the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

RECEIVED
APR 8 1937
OREGON
STATE HIGHWAY COMMISSION

204 Old Post Office Bldg.,
Portland, Oregon,
April 7, 1937

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Oscar Cutler

Dear Mr. Baldock:

I cannot see the necessity of having a 44-hour week on the Lamb Creek-Sheep Ridge Project with the amount of unemployed help which we have in Linn and Marion Counties.

Yours very truly,
Guy V. Lintner
Guy V. Lintner
State Director

GVL/HC

cc: W. H. Lynch, District Engineer
Bureau of Public Roads

CONTRACT# [redacted] 1980

FAS 230-A Oiling 3 Secondary Hwys. 1937
Linn & Yamhill Counties
1980

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 230-2

POST OFFICE BUILDING
PORTLAND, OREGON

March 30, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In our review of the final voucher submitted for Oregon Federal Aid Secondary project No. 230-A, Crawfordsville-Holley Section of the Halsey-Sweet Home Road, we note that detail plans superseding the abbreviated plans have not been submitted.

Will you please forward these at your earliest convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon Fed. Aid FAS 230-A

Fas 230-A

March 8, 1938

Mr. R. H. Baldock
State Highway Engineer
State Office Building
Salem, Oregon

Gentlemen:

Your request for deduction of amount of Federal funds on Project No. FAS 230-A has been recommended for approval, and the amount changed to $7,957.00 to agree with the final estimate.

Very truly yours,

W. H. Lynch
District Engineer

L Caufield

By L. J. Caufield
Highway Engineer

RECEIVED
SEP 1 8 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

BUILDING
PORTLAND, OREGON

RECEIVED
SEP 1 4 1937
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. 8

230-a

SEP 10 1937

Mr. R. H. Baldock,
State Hwy. Engr.,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 230-A, Crawfordsville-Holley Section, Halsey-Sweet Home Highway, Linn County, was made by a representative of this office on August 10, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Tom

#1980

RECEIVED
SEP 10 1937
F
230-a

September 8, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1980 for the construction of the Linn and Yamhill Counties Oiling Project, consisting of 11.45 miles of oil mat surface treatment, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the S[illegible] for work done under said contract on or after September 18, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $35,570.79, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
SEP 2 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 230-A
Crawfordsville-Holley section
Halsey-Sweet Home Highway

August 26, 1937

230-a.

RECEIVED
1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

Hwy 31579

Form P. R. 2

State Oregon

Project No. FAS 230-A

P. A. Secondary

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

[illegible]

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 19th day of July, 1937

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of April, 1937, a project statement, which was approved by the Secretary on the 20th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 19th day of April, 1937; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Eight Thousand, Four Hundred Forty and 00/100 dollars ($8,440.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1927; Chap. 31, laws 1920; (Include date and citation of act of legislature by which authorized) Chap. 243, laws 1951

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 216+00 in the SW 1/4, Sec. 11, T. 14 S., R. 1 W., W. M. and survey station 452+75 in the NW 1/4 Sec. 18 T., 14 S., R. 1 W., W. M., excepting therefrom the bridge, between survey station 250+40 and 252+72.

, length 4.441 miles, in Linn County, being Section A of Oregon F.A. Secondary project No. FAS 230, consisting of 4.441 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

RECEIVED
JUN 26 1937

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of Eight Thousand, Four Hundred Forty and 00/100 dollars ($ 8,440.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Eighteen Thousand, Five Hundred Thirty-Two and 00/100 dollars ($ 18,532.00), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 348, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of August, 1937

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

8—3618

FA Sec.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **FAS 230-A** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **18,552.00** as the total estimated cost of said project, and the sum of $ **8,440.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of August one thousand nine hundred and thirty-seven

SECRETARY OF AGRICULTURE,

B By
Acting Chief, Bureau of Public Roads.

#1980

RECEIVED
AUG 21 1937
FOR FILING
230-a

August 20, 1937

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 1980 for the construction of the Linn and Yamhill Counties Oiling Project. This payment will be made on or after August 30, 1937.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
AUG 20 1937
OREGON #1958
STATE HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG.
11 SOUTH SECOND STREET
P. O. DRAWER 56

WALLA WALLA, WASH.

August 19, 1937

Consolidated Highway Company,
Portland, Oregon
Grading and surfacing
Pendleton-Mytinger Section State Hwy.
(F.G.Pyle, Eugene, Oregon,
Subcontractor)

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Att'n Mr.R.H.Baldock, State Highway Engineer

Will you kindly fill in and return the attached form to us in order that we may have complete and accurate information in our files concerning the above job, known we believe as Job No. 1958, to which we are making deliveries of our products?

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By J Jacobson
District Credit Man

Att

RECEIVED
AUG 14 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1937

Section Linn & Yamhill Counties Oiling

Kind of work Oiling (O-11 Mod.)

Highway Secondary State

Section prefix 122-1014

Contractor J. C. Compton

Contract number 1980

Date of contract April 28, 1937

Date of completion August 31, 1937

Date work started May 19, 1937

Estimated date of completion July 26, 1937

Amount of contract $ 33,906.80

Per cent of time elapsed 72 %

Estimated cost of completed project, exclusive of engineering $ 33,570.79

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,400.00, 4 %

Date project was completed July 27, 1937

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate on this contract was completed and submitted to Salem, Wednesday, August 11, 1937.

NOTED
RAY WEBBER

Signed

Address Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 20 1937
FOR FILING
230-a

July 19, 1937

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Crawfordsville-Holley Section, Project No. FAS 230-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

RECEIVED
JUL 1937

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 230-A
Crawfordsville-Holley Sec.
of the Halsey-Sweet Home Hwy.

230-a

June 30, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
1937
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Encls.

Fton

81

RECEIVED
JUN 15 1937
FOR FILING
230-62

RECEIVED
JUN 3 - 1937
STATE HIGHWAY COMMISSION

204 Old Post Office Bldg.
Portland, Oregon
June 2, 1937

Mr. J. C. Compton
General Contractor
McMinnville, Oregon

Dear Mr. Compton:

This will acknowledge your letter of June 1, regarding the Nehalem Highway Oiling Project and the Linn and Yamhill Counties Oiling Project.

I have no authority to even recommend a forty-eight-hour work week on said projects.

As you know, the Congress of the United States is now endeavoring to make a straight forty-hour-week or less for all work.

Yours very truly,

Guy V Lintner

Guy V. Lintner
State Director

GVL:MF

cc W.H. Lynch
R. H. Baldock

REFERRED TO
Mr. Probert
By State Highway Engineer

June 1, 1937

U. S. Employment Service
204 Old Post Office Bldg.
Portland, Oregon

Attention: Mr. Lintner, Director

In re: Nehalem Highway Oiling Project, Clatsop, Columbia & Washington Counties, 26.35 Mi. Oil Mat Surface Treatment; and
Linn and Yamhill Counties Oiling Project, 11.43 Mi. Oil Mat Surface Treatment.

Gentlemen:

The projects of the two contracts mentioned above consist of six separate units. These units are a distance of from six to sixty miles apart and the provisions of the contracts require certain base preparations and the oiling of same, and a lapse of three days time before the actual placing of the mineral aggregates can be accomplished. In all instances as much as four days is required to move equipment and prepare these jobs for certain types of skilled labor, namely: shovel runners, blademen and roller men.

We wish to call your attention to the fact that the forty (40) hour limitation specified in these two contracts makes a serious handicap to those skilled laborers mentioned above in securing sufficient working time to justify their remaining on the job. While this may not be an emergency wherein sufficient labor can not be supplied to take care of these projects, neverthe less approximately fifty (50) days lapse of time would be consumed in what normally would be thirty(30) days work and the men lose approximately 15 to 18 days.

Therefore, we can without doubt anticipate that the skilled labor, becoming dis-satisfied, will leave our job for one on which more time can be secured and an emergency will arrise wherein we would be unable to secure sufficient skilled labor, and therefore we respectfully request that you consent, and make available to us a statement of your consent, that the men working on these projects be allowed forty-eight (48) hours per week. Then, of course, the earning capacity of the men would be increased by 20% during those weeks in which full time could be had, the job might be more attractive, and we would be able to keep our organization intact.

While we might be able to secure common labor under the forty hour (40) week, however, the same ability to earn sufficient money to justify their remaining on the job applies to common labor as well as to the skilled workmen and if, in your judgment, you are justified in granting us the forty-eight (48) hour week for the skilled men, in all fairness to common labor, they should be entitled to the same number of hours and ratio of earnings.

Under these conditions we believe this is a reasonable request and assure you of our appreciation of a favorable consideration.

Will you kindly give this your immediate attention.

Yours respectfully,

J. C. COMPTON

JCC JN

RECEIVED
MAY 25 1937
FOR FILING
230-a

May 24, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Crawfordsville-Holley Section, Project No. FAS 230-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 230-A

CRAWFORDSVILLE-HALSEY SECTION OF THE

HALSEY-SWEET HOME HIGHWAY IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 20, 1937

COMPLETED FEDERAL AID WORK

Total Final Cost, Roadway, Sta. 243+00 to Sta. 272+75	$ 12,529.57
Total Final Cost, Bridge (Sta. 251+60)	$ 23,877.95
NRS Funds Paid, Roadway	$ 11,952.79
NRS Funds Paid, Bridge	$ 23,567.45
Length of NRS Project, Sta. 243+00 to 272+75	0.562 mile

NEW WORK

Oiling (Sta. 216+00 to Sta. 452+75)

4.44	miles	Preparation of Base	$ 80.00	$ 355.20
2,900	cu. yds.	Placing Mineral Aggregate	1.00	2,900.00
5,000	yd. mi.	Hauling Mineral Aggregate	0.15	750.00
156	tons	Emulsified or Cutback Asphalt	24.00	3,744.00
254	tons	Tar in Place	19.00	4,826.00
			Subtotal	$ 12,575
			10% Engr. & Cont.	1,257
			Total	$ 13,832

Length of Roadway	4.441 miles
Length of 1 Bridge (Sta. 251+60)(Exception)	.042 mile
Length of Project	4.483 miles
Cost per mile, Roadway	$ 3,114

Federal Aid Funds Requested	$ 8,440
State Funds	5,392
	$ 13,832

NON-PARTICIPATING ITEMS

Mineral Aggregate in Stockpile Furnished Under State Contract No. 1914

1,950	cu. yds.	1½" - ¾" Crushed Materials in Stockpile	$ 1.00	$ 1,950.00
800	cu. yds.	¾" - ½" Crushed Materials in Stockpile	1.00	800.00
1,330	cu. yds.	½" - ¼" Crushed Materials in Stockpile	1.00	1,330.00
620	cu. yds.	¼" - 0" Crushed Materials in Stockpile	1.00	620.00
				$ 4,700.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
MAY 22 1937
FOR FILING
230-a

May 21, 1937

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are forwarding to you today by express a fully executed copy of each of the following contracts which were awarded to you on April 28:

Contract No. 1978, for the construction of the Nehalem Highway Oiling Project on the Nehalem Secondary Highway in Clatsop, Columbia and Washington Counties;

Contract No. 1980, for the Linn and Yamhill Counties Oiling Project on Secondary State Highway in Linn and Yamhill Counties.

These copies are for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 25 1937
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 230-a

April 28, 1937

RECEIVED
[illegible] 30 1937
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project No. FAS 230-A, the Crawfordsville-Holley section of the Halsey-Sweet Home secondary highway, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 25 1937
FOR FILING
230-a

April 8, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Crawfordsville-Holley Section, F. A. Secondary Project No. FAS 230-A.

Five bid proposals and five sets of abbreviated plans are being sent under seperate cover.

It seems desirable, and these papers have been prepared accordingly, to include this work under one section designation, even though it may be necessary to segregate the cost of work for the section previously constructed with NRS Funds. If such procedure is necessary, it can be done on the statement of completed Federal Aid work which accompanys the final voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 230-A

CRAWFORDSVILLE-HOLLEY SECTION OF THE
HALSEY-SWEET HOME HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 12, 1937

COMPLETED FEDERAL AID WORK

Total Final Cost, Roadway, Sta. 243+00 to Sta. 272+75............	$ 12,329.57
Total Final Cost, Bridge, (Sta. 251+60)............	$ 23,877.95
NRS Funds Paid, Roadway............	$ 11,952.79
NRS Funds Paid, Bridge............	$ 23,557.45
Length of NRS Project, Sta. 243+00 to 272+75............	0.562 mile

NEW WORK

Oiling (Sta. 216+00 to Sta. 452+75)

4.44	miles	Preparation of Base	$ 200.00	$ 888.00
2,900	cu. yds.	Placing Mineral Aggregate	1.20	3,480.00
5,000	yd. mi.	Hauling Mineral Aggregate	0.15	750.00
156	tons	Emulsified or Cutback Asphalt	26.00	4,056.00
214	tons	No. 3 Road Oil in Place	27.00	5,778.00
254	tons	Tar in Place	23.00	(Alternate)
			Subtotal	$ 14,952
			10% Engr. & Cont.	1,495
			Total	$ 16,447

Length of Roadway	4.441 miles
" " 1 Bridge (Sta. 251+60)(Exception)	.042 mile
Total Length of Project	4.483 miles

Cost per mile, roadway............ $ 3,703

Federal Aid Funds Requested............	$ 10,040
State Funds............	6,407
	$ 16,447

[illegible] **NON-PARTICIPATING ITEMS** Federal Aid Secondary
Project No. [illegible]

Mineral Aggregate in Stockpile Furnished Under State Contract No. [illegible]

1,950 cu. yds.	[illegible] Crushed Materials in Stockpile	$1.00	$ 1,950.00
800 cu. yds.	[illegible] - [illegible] Crushed Materials in Stockpile	1.00	800.00
1,330 cu. yds.	[illegible] - [illegible] Crushed Materials in Stockpile	1.00	1,330.00
620 cu. yds.	[illegible] - 0" Crushed Materials in Stockpile	1.00	620.00
			$ 4,700.00

[illegible]

Oregon State Highway Department | **Federal Aid Secondary**
Project No. FAS 230-A

BROWNSVILLE-HALSEY SECTION OF THE
HALSEY-SWEET HOME HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements.)

Salem, Oregon, April 8, 1937

COMPLETED FEDERAL AID WORK

Total Final Cost, Roadway, Sta. 243+00 to Sta. 272+75.......... $ 12,329.57
Total Final Cost, Bridge, (Sta. 251+60).......................... $ 23,877.95
NRS Funds Paid, Roadway.. $ 11,952.79
NRS Funds Paid, Bridge... $ 23,557.45
Length of NRS Project, Sta. 243+00 to 272+75.................... 0.562 mile

NEW WORK

Oiling (Sta. 216+00 to Sta. ~~594+00~~ 451+75)

4.44	~~6.96~~	miles	Preparation of Base	$ 200.00	$ ~~1,392.00~~	888.00
2900	~~4,700~~	cu. yds.	Placing Mineral Aggregate	1.20	~~5,640.00~~	3480.00
5000	~~9,000~~	yd. mi.	Hauling Mineral Aggregate	0.15	~~1,350.00~~	750.00
156	~~254~~	tons	Emulsified or Cutback Asphalt	26.00	~~6,604.00~~	4056.00
214	~~336~~	tons	No. 3 Road Oil in Place	27.00	~~9,072.00~~	5778.00
[illegible]	~~400~~	tons	Tar in Place	23.00	(Alternate)	
			Subtotal		$ ~~24,058~~	14952
			10% Engr. & Cont.		~~2,405~~	1495
			Total		$ ~~26,463~~	16447

Length of Roadway	4.441	~~6.897~~ miles
~~" " 2 Bridges~~		~~.061~~ mile
" " 1 Bridge (Sta. 251+60)(Exception)		.042 mile
~~Total Length to be oiled~~	[illegible]	~~6.958~~ miles
" " of Project	4.483	~~7.000~~ miles

Cost per mile, roadway.............................. $ ~~3,803~~ 3703

~~Note: Oiling is to be carried across bridges except the one at Sta. 251+60~~

Federal Aid Funds Requested.................................... $ ~~16,150~~ 10,040
State Funds.. ~~10,313~~ 6407

$ ~~26,463~~ 16447

NON-PARTICIPATING ITEMS

Mineral Aggregate in Stockpile Furnished under State Contract No. 1314

1,950	cu. yds.	1½" - [illegible]" Crushed Materials in Stockpile	$1.00	$ 1,950.00
800	cu. yds.	[illegible]" - [illegible]" Crushed Materials in Stockpile	1.00	800.00
1,330	cu. yds.	[illegible]" - [illegible]" Crushed Materials in Stockpile	1.00	1,330.00
620	cu. yds.	[illegible]" - 0" Crushed Materials in Stockpile	1.00	620.00
				$ 4,700.00

CONTRACT #1981

27-1203 Willamette River Bridge Substructure
Salem-Dallas Highway 1937

1981

#1981

RECEIVED
OCT 29 1937
FOR FILING
27-1203

STATE HIGHWAY COMMISSION
SALEM

October 26, 1937

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1981 for the construction of the west approach to the Willamette River Bridge in Polk County on the Salem-Dallas Highway near Salem has been completed by the contractors, Averill & Corbin, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 5, 1937.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $16,813.14, including the final payment. Of this amount $927.42 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1981

FORM 2-E-1 4M 3-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 15 1937
FOR FILING
27-1203

October 19, 1937

Mr. H. B. Glaisyer
Secretary
Office

West Approach to
Salem, Bridge

Dear Sir:

For your information Averill & Corbin completed their work on Contract No. 1981 on October 12, 1937. Please secure authorization from the Commission to pay the final estimate on this job.

11

Very truly yours,

G S Paxson
W. [illegible]

[illegible]

CM

APPROVED BY HIGHWAY COMMISSION
DATE Oct. 22, 1937
H B Glaisyer
SECRETARY

Form No. 263—4M—6-36

Bridge No. 2424

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

County Polk

Week Ending Oct. 12, 37.

27-1203

RESIDENT ENGINEER'S WEEKLY CONSTRUCTION REPORT

Name of Job Marion-Polk County Bridge Approach

Size of Force 8

Contractor Averill & Corbin

~~Estimated~~ Completion Date Oct. 12, 37.

Day of month	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
Oct. 9	SATURDAY: Completed fire wall at Bent 6 and started cleaning up site.
10	SUNDAY: No activity.
11	MONDAY: Cleaning up site.
12	TUESDAY: Completed cleaning up site and creosoted exposed places on structure. Job accepted. This is last report for this job.
	WEDNESDAY:
	THURSDAY:
	FRIDAY:

RECEIVED
OCT 16 1937
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. N. HACKETT

NOT
RAY WE

(OVER)

This report is to be placed in the mails early enough so that it will reach the Bridge Engineer's Office not later than Monday a. m.

L. L. Jensen
Resident Engineer.

STATE PRINTING DEPT.

FORM 9-E-1 4M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

27-1223

RECEIVED
SEP 1 1937
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 31, 1937

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith application for an extension of time of sixty days for the reconstruction of the west approach to the Salem Bridge over the Willamette River, our contract #1961, Averill & Corbin, contractors. This is accompanied by the consent of their surety. This contract was awarded on April 28, 1937, and due to labor troubles in the logging and saw mill industry it was not until July 8, 1937, that delivery was completed on the treated timber. The contractor has attempted in every way to expedite the work and has worked a double shift to use all daylight possible. Since no work was in progress there was no engineering expense from the time of award of contract until treated timbers were available for the reconstruction.

In view of the above I would recommend that the extension requested be granted without penalty to the contractor and that the time for completion be extended to October 31, 1937.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP BK
Att.
cc H. B. Glaisyer

RECEIVED
AUG 3 1937
FOR FILING
27-120[illegible]

April 8, 1937

Mr. Glen S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

The State Highway Commission on March 29 authorized the expenditure of approximately $16,000 to rebuild the substructure at the west approach to the bridge over the Willamette River at Salem. It is my understanding that this is to be a contract job.

Very truly yours,

Secretary

HBG:MEM

cc - C B McCullough

FORM 401 P. 4-36 10M

#1981

RECEIVED
JUL 9 1937
FOR FILING
27-1203

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

RECEIVED
1937
OREGON
STATE HIGHWAY COMMISSION

July 8, 1937

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: AVERILL & CORBIN
Jennings Lodge, Oregon

It is our understanding that Averill & Corbin have been awarded an Oregon State Highway Commission contract in the vicinity of Salem.

Inasmuch as we anticipate furnishing this concern with petroleum products on this operation we will greatly appreciate your competing the attached contractor questionnaire and returning to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. Awbrey

District Credit Supervisor

LH:B

RECEIVED
MAY 22 1937
FOR FILING
27-1203

May 21, 1937

AVERILL & CORBIN
Route 10
Portland, Oregon

Gentlemen:

We are forwarding to you today by express a fully executed copy of Contract No. 1981, for construction of the trestle approach to the westerly end of the bridge over the Willamette River on the Salem-Dallas Highway, at Salem, which was awarded to you on April 28.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

RECEIVED
APR 30 1937
FOR FILING

27-1203

April 29, 1937

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

The State Highway Commission on April 28, 1937, awarded to you the contract for removal and replacement of substructure for the west approach to the bridge over the Willamette River on the Salem-Dallas Highway at Salem in Marion County, based on your bid of $16,325.00.

Contract forms will be forwarded to you within a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

AH

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

27-1203

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR 9 1937
FOR FILING

Const
Projects
Bridges

April 8, 1937

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. Glenn S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

The State Highway Commission on March 26 authorized the expenditure of approximately $16,000 to rebuild the substructure at the west approach to the bridge over the Willamette River at Salem. It is my understanding that this is to be a contract job.

Very truly yours,

Secretary

HBG:MBL

cc - C B McCullough ✓

CONTRACT #1982, SEE; CONTRACT #581

1982 SEE: Contract 581

CONTRACT #1083

10-1112 Wilson Ranch-Paradise Creek Sec.
Umpqua Highway 1937

1983

#1983

RECEIVED
MAR 29 1938
FOR FILING

10-1112

March 25, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1983 for the construction of the Wilson Ranch-Paradise Creek Section of the Umpqua Highway in Douglas County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 2, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for ~~any~~ such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $46,057.95, including the final payment. Of this amount $16.48 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

NOTED

10-1112

Cost Analysis   Final Report
Umpqua Highway
Wilson Ranch-Paradise Creek Section
Contract #1985   Prefix 10-1112
Roy L. Houck, Contractor   Glenn E. Roberts, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Sub-base Mat'ls in Surfacing $2\frac{1}{2}$" - 0"	$7,641.45	6,255 cu. yd.	1.22	1.25	$7,818.75
Base Mat'ls in Surfacing $1\frac{1}{4}$" - 0"	10,837.04	8,443 cu. yd.	1.284	1.30	10,975.90
Top Mat'ls in Surfacing 3/4" - 0"	7,181.71	5,004 cu. yd.	1.434	1.40	7,005.60
Filler	990.54	2,025 cu. yd.	0.49	0.40	810.00
" Haul	619.10	3,492.5 yd. mi.	0.177	0.12	419.10
Sprinkling	1,013.31	1,347.5 M-Gal.	0.75	1.00	1,347.50
3/4" - $\frac{1}{2}$" Cr. Mat'ls in Stockpile	8,531.97	6,340.9 cu. yd.	1.345	1.40	8,877.26
$\frac{1}{2}$" - $\frac{1}{4}$" Cr. Mat'ls in Stockpile	5,456.59	4,055.3 cu. yd.	1.345	1.40	5,677.42
$\frac{1}{4}$" - 0" Cr. Mat'ls in Stockpile	2,406.32	1,789.0 cu. yd.	1.345	1.40	2,492.00
Screen Rejections PA #1	256.54	725.7 cu. yd.	0.353	0.35	253.05
Hauling Screen Rejections PA #1	252.75	2,085.4 yd. mi.	0.12	0.12	250.25
" Adj. on Sub-base Mat'ls	0.61	498.2 yd. mi.		0.12	59.78
" " on Crush. Mat'ls	0.31	255.7 yd. mi.		0.12	30.68
Force Account	17.16				16.48
	$45,205.40				$46,034.72

Gross Revenue	$46,034.72
Total Cost	45,205.40
Net Profit	$829.32 or 1.8% of Gross Revenue

Wilson Ranch-Paradise Creek Section
Umpqua Highway

Detail of Cost

Labor:

Supervision	$512.00	
Labor	3,097.99	
State Industrial Accident Commission 6½%	234.65	
Unemployment & Social Security 3%	108.30	
		$3,952.94

Materials:

3/4" - ½" Cr. Rock in S.P.	6340.9	cu. yd.	at 1.25	7,926.12	
½" - ¼" " " " "	4055.3	cu. yd.	at 1.25	5,069.13	
¼" - 0" " " " "	1789.0	cu. yd.	at 1.25	2,236.25	
Screen Rejections	725.7	cu. yd.	at 0.35	254.00	
" " Haul	2085.4	yd. mi.	at 0.12	250.25	
2½" - 0" Sub-base Mat'ls	6255	cu. yd.	at 0.95	5,942.25	
1¼" - 0" Base Materials	8443	cu. yd.	at 1.00	8,443.00	
3/4" - 0" Top Materials	5004	cu. yd.	at 1.10	5,504.40	
					35,625.40

Equipment Rental, Supplies & Small Tools:

Equipment Rental	2,210.00	
Main Office Expense	1,860.86	
Gas, Oil & Grease	861.49	
Bond 1% of Gross Revenue	460.35	
Misc. Supplies & Small Tools	179.45	
Freight & Cartage	54.91	
		5,627.06
Total Cost		$45,205.40

Umpqua Highway
Wilson Ranch-Paradise Cr. Section

REMARKS:

This contract consisted of surfacing 17.5 miles of road with 19,700 cubic yards of crushed gravel and placing 12,180 cubic yards of oil rock in stockpiles. The job was bid April 27th, 1937, awarded May 29th, and completed January 5th, 1938.

All materials were bought in place from the Umpqua River Navigation Company. The company brought a small floating plant consisting of a jaw and roll crusher to the Murphy Bar, the average haul from there being 4.6 miles. Gravel was loaded into the bunker for crushing with a steam crane equipped with a clamshell bucket. An average of 309 cubic yards of road rock was produced per 8-hour shift by the plant, and the work was complete on September 25th. High water in November and December, however, delayed the completion of the stockpiles until January 5th.

The Umpqua River Navigation Company also bid on this contract and the comparative bid and sale prices are as follows:

	Sale Price to Houck	Navigation Co. Bid
2½" - 0" Sub-base Mat'ls	0.95	1.49
1¼" - 0" Base "	1.00	1.49
3/4" - 0" Top "	1.10	1.49
3/4" - ½" Cr. Mat'ls in S.P.	1.25	1.53
½" - ¼" " " " "	1.25	1.53
¼" - 0" " " " "	1.25	1.53

The contractor's work consisted of filler, blading, rolling and sprinkling. One 8-hour shift was worked on the Umpqua River Navigation Co. plant and two 8-hour shifts on the road. Filler was hand loaded into trucks.

The contractor's equipment consisted of a 10-ton 3-wheel roller, a caterpillar #9 Auto Patrol Blade, a 750-gallon sprinkle truck, two 1½-ton dump trucks, a grease truck, a small pump and a 6,000-gallon storage tank.

This job was bid low and if the contractor had set up his own plant it is doubtful if a profit would have been realized.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#1983

RECEIVED
MAR 5 1938
FOR FILING

10-1112

March 1, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 1983 for the construction of the Wilson Ranch-Paradise Creek Section of the Umpqua Highway in Douglas County. This payment will be made on or after March 11, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 26th., 1938

Section Wilson Ranch - Paradise Creek

Kind of work Gravel Surfacing & Rock Prod.

Highway Umpqua

Section prefix 10 - 1112

Contractor Roy L. Houck

Contract number 1985

Date of contract May 29th., 1937

Date of completion Nov. 30th., 1937

Date work started June 12th., 1937

Estimated date of completion Jan. 5th., 1938

Amount of contract $ 45,332.00

Per cent of time elapsed 124%

Estimated cost of completed project, exclusive of engineering $ 47,285.45

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 3,414.77, 7.2%

Date project was completed Jan. 5th., 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate and expressed same to the Division office at Roseburg.

NOTED

Signed Glenn E. Roberts, Res. Engineer By A. L. C.

Address Reedsport, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

RECEIVED

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.81	xxxxx		
Miles partially completed		xxxxx	xxxxx		
Miles completed		7.81	xxxxx		
Total estimated quantities		19,702	12,176.2		
Estimated quantities moved or placed to date		19,702	12,176.2		
Average daily quantities			xxxxx		
Average daily quantities necessary to complete project on time			xxxxx		
Number shifts per day			xxxxx		
Hours per shift			xxxxx		
Average force on project for week			xxxxx		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Fair		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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19
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
FEB 26
FOR FILING
1112
LA

IN REPLY PLEASE
REFER TO FILE NO.

Feb. 17, 1938

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

There will be no estimate on the Wilson Ranch-Paradise Creek project, contract 1886 as of Feb. 15th, 1938, as there was no work done since the last estimate and the final is not yet ready to send in.

Very truly yours,

E. D. LITLE
Division Engineer

cc. R. H. Baldock ✓
cc. H. G. Smith

EDL:AF

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 26 1937
FOR FILING
10-1112

October 25th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the rejected material from the Wilson Ranch-Paradise Creek Section, you may enter into a price agreement with Mr. Hinsdale for 35 cents per cubic yard to stockpile this material on the State maintenance material sites as it is inadvisable to try to get any reduction from the State Land Board.

It is specified in the contract that the contractor would furnish the material; and therefore, we have little or no grounds to appeal to the Land Board.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Form 1-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 25 1937
FOR FILING
10-1112

RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION
REFER TO FILE NO.

Oct. 23, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith Order For State Force Work on the Wilson Ranch-Paradise Creek Section of the Umpqua Highway covering the installation of a cattle pass. This structure is being built under the terms of a right of way agreement.

Please note plans. If there is anything you wish changed I wish you would advise me.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

N. D. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 25 1937
FOR FILING
10-1112

RECEIVED
OCT 25 1937
OREGON
STATE HIGHWAY COMMISSION

Oct. 23, 1937.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Herewith find letter written by Mr. O. H. Hinsdale relative to the one thousand cubic yards of rejects, which I contemplated buying under the contract we have with Houck on the Wilson Beach-Paradise Section.

I think Mr. Hinsdale's point is well taken and I would recommend that the price of this reject material be increased to 35¢ in order to cover the royalty if it has to be paid. If it is not paid to the State Land Board then we could proceed at the stipulated price.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

NOTED
State Highway Engineer

#1983

RECEIVED
OCT 18 1937
FOR FILING
10-1112

October 18, 1937

Umpqua River Navigation Company,
Gardiner, Oregon.

Attention: Mr. O. H. Hinsdale.

Gentlemen:

In response to your inquiry of October 15th you are advised that the warrant covering payment of Estimate #4, for work performed between August 15th and September 15th, 1937, in amount of $7,228.20, is being mailed to Mr. Roy L. Houck to day.

This payment is in connection with his contract No. 1983 - Wilson Ranch-Paradise Creek Section in Douglas County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 16 1937
OREGON
STATE HIGHWAY COMMISSION

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand and Gravel
Since 1889
Gardiner, Oregon

October 15,1937

Oregon State Highway Commission
Salem, Oregon

Re; Roy L. Houck; Wilson Ranch
Paradise Creek; Umpqua Highway

Gentlemen;

We are supplying the gravel surfacing and oil rock under the above named contract and have not received any estimate for the rock delivered up to September 15th last.

We are advised by Mr. Houck that he has not received his estimate from the State for gravel from August 15th to September 15th

We shall appreciate your advice as to when this estimate will be paid by the State to Mr. Houck so that we can make our plans accordingly.

Thanking you for your attention.

Yours very truly

O H Hinsdale
O.H.Hinsdale
Manager

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 18 1937
FOR FILING
70-7112

October 15th, 1937

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the additional maintenance material on the Wilson Ranch-Paradise Creek Section, I beg to advise that I was unable to secure Mr. Baldock's approval to the additional expenditure of $1,000.00. He felt that it would be necessary to do without this additional maintenance material inasmuch as he had just approved a considerable increase for the Siskiyous.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-A-1 6M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 6 1937
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1937
FOR FILING
10-1192

NOTED
State Highway Engineer

Oct. 5th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

We will have approximately $1800.00 remaining after all of the material is cut on the Wilson Ranch-Paradise Creek Section and if possible I would like to spend this amount for additional maintenance materials. Will you advise if this meets with your approval?

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

FORM 2-A-1 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 6 - 1937
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1937
FOR FILING
10-111.2

NOTED
State Highway Engineer

Oct. 5th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

The authorizations for some of our maintenance projects include an item for the purchase of stockpile sites and I wish that you would advise me if the cost of these stockpile sites are charged to the job prefix and if so I would like to have the amount spent on them.

This latter applies in particular to the Wilson Ranch-Paradise Creek Section.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

R H BALDOCK

RECEIVED
SEP 7 1937
FOR FILING
10-1112

Cost Analysis to August 15th, 1937
Umpqua Highway, Wilson Ranch-Paradise Creek Section
Contract 1985, Prefix 10-1112
Roy L. Houck, Contractor Glen E. Roberts, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Sub-base Mat'ls in Surfacing	$7,388.99	6,255 cu. yds.	1.18	1.25	$7,818.75
Base " " "	8,116.33	6,661 cu. yds.	1.22	1.30	8,659.30
Filler	663.06	1,364 cu. yds.	0.49	0.40	545.60
Hauling Filler	493.04	2,519 yd. mi.	0.20	0.12	302.28
Sprinkling	716.64	717 M-Gal.	1.00	1.00	717.00
3/4"-½" Cr. Mat'ls in S.P.	787.47	623 cu. yds.	1.26	1.40	872.20
½" - ¼" " " " " "	633.26	501 cu. yds.	1.26	1.40	701.40
¼" - 0" " " " " "	246.48	195 cu. yds.	1.26	1.40	273.00
	$19,045.27				$19,888.53

Gross Revenue	$19,888.53
Total Cost	19,045.27
Net Profit	$843.26

Net Profit Equals 4.2% of Gross Revenue

NOTED
State Highway Engineer

Wilson Ranch-Paradise Creek Section

Detail of Cost

Labor:

Labor		$1,670.22	
Supervision		288.00	
State Industrial Accident Insurance		127.28	
Unemployment Insurance		39.16	
Social Security		19.58	
			$2,144.24

Materials (Purchased from the Umpqua River Navigation Co.):

Sub-base Rock	2½" - 0" on road 6,255 cu. yd. at 0.95	5,942.25	
Base Rock	1¼" - 0" on road 6,661 cu. yd. at 1.00	6,661.00	
3/4" - ½"	Crushed Rock in Stockpile 623 cu. yd. at 1.25	778.75	
½" - ¼"	Crushed Rock in Stockpile 501 cu. yd. at 1.25	626.25	
¼" - 0"	Crushed Rock in Stockpile 195 cu. yd. at 1.25	243.75	
			14,252.00

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	1,235.00	
Bond 1% of Gross Revenue	198.89	
Gas, Oil & Grease	1,017.03	
Repairs	81.79	
Small Tools & Misc. Supplies	116.32	
		2,649.03
Total Cost		$19,045.27

Umpqua River Highway
Wilson Ranch-Paradise Creek Section

Roy L. Houck, Contractor

REMARKS:

This job was bid April 27, 1937 and awarded May 29th. Work started July 9th, and to August 15th, was 43.9% complete with 42% of the time elapsed.

All materials for this job are bought from the Umpqua River Navigation Company. The only work the contractor has to do is blade, roll, fill and sprinkle. The navigation company has brought a small floating plant to about the middle of the job and has produced an average of 400 cu. yds. of sub-base or base materials a day working 1-8 hr. shift. 2-8 hr. shifts are worked on the road blading, rolling and sprinkling. This job will probably be completed by September 20th.

There will be an estimated $1,000 to $1,500 remaining from the 10% fund for engineering and contingencies, which will be used for additional stockpile materials.

A small loss is made on filler as it is being hand loaded into trucks because only 10 to 50 cu. yds. are used daily.

The contractor's equipment consists of a 10-ton roller, a motor grader, two light dump trucks, a 750 gallon sprinkling truck, a service truck and a pickup truck.

The job shows a small percentage of profit which will increase as the work progresses.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#1983

FORM 401 P. 4-36 10M

RECEIVED
JUL [illegible] 1937
FOR [illegible]
10-1112

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER [illegible]

6TH FLOOR YEON BUILDING
Portland, Oregon

July 19, 1937

RECEIVED
JUL 20 1937
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: ROY L. HOUCK
Salem, Oregon

It is our understanding that Mr. Houck has been awarded a contract on the Umpqua River Highway, Wilson Ranch-Paradise Creek Section in the vicinity of Reedsport, Oregon.

We anticipate furnishing petroleum products to this operation and will therefore greatly appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

D. E. Nichols

District Credit Supervisor

LH:B
Encls

RECEIVED
JUN 22 1937
FOR FILING

10-1112

June 21, 1937

Roy L. Houck
1585 No. 20th Street
Salem, Oregon

Dear Sir:

We are sending to you by special messenger a fully executed copy of contract No. 1985, awarded to you on May 29, 1937, for the construction of crushed gravel surfacing and the furnishing of crushed gravel in stock piles on the Wilson Ranch-Paradise Creek Section of the Umpqua Highway in Douglas County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MI

11-1112

RECEIVED
JUN 2 1937
FOR FILING
10-1112

May 22, 1937

Mr. R. L. Houck
1505 North 20th Street
Salem, Oregon

Dear Sir:

On page 11 of the special provisions on your bid for 7.81 miles of crushed gravel surfacing and rock production on the Wilson Ranch-Paradise Creek Section of the Umpqua Highway in Douglas County, for which bids were received on April 27, 1937, it is provided as follows:

> "If the contractor elects to use the Murphy Bar, the State will acquire a tract of land near the Bar and on the south bank of the Umpqua River, and will permit the contractor to use the tract as a site for bunkers and crushing plant. The State will also provide right of way for a hauling road from the tract to the highway."

We understand from you and from Mr. Hinsdale, who we further understand is to furnish materials for the project, that no site for bunkers and crushing plant will be required but that materials will be secured and crushed in the Umpqua River and the only land or property necessary between the highway and the river will be solely for the purpose of transporting materials from the river to the highway.

Therefore, in any award of the contract to you the above quoted clause must be considered as cancelled, and in lieu thereof there will be substituted the following:

> "If the contractor elects to use the Murphy Bar, the State will acquire or render available to the contractor on the south bank of the Umpqua River a tract of land two hundred feet in width extending from the river to the highway, which tract of land is parallel to and immediately abutting on the west boundary of Section 24, Township 22 South, Range 10 West, W. M. It is to be understood that this tract of land will be made available only for the purpose of the construction and use of a hauling road from the river to the highway and that no plant setup will be made thereon, nor will any materials be deposited thereon, save such as may be necessary for the proper construction, surfacing, and maintenance of a hauling road. It is also to be understood that materials for the construction of the embankment approach to the highway shall be taken either from the excavation to be made at the approach to the river or from materials within the right of way on the southerly side of the Umpqua Highway."

Mr. R. L. Houck
May 22, 1937
Page 2

In case this change in the special provisions meets with your approval, kindly sign the attached copy of this letter and return to this office.

Yours very truly,

State Highway Engineer

[illegible]:AB
cc Mr. J. M. Devers

The contents of the above letter are approved this 22nd day of May, 1937, and it is understood and agreed that any award of contract to me shall be upon the above modified basis.

____

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 2 1937
FOR FILING
10-1112

May 22, 1937

IN REPLY PLEASE
REFER TO FILE NO.
R 4520
R 4521

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Reference is made to the question of award of contract on the Wilson Ranch-Paradise Creek Section of the Umpqua Highway in Douglas County, on which bids were received on April 27, 1937, and which involves the use of the Murphy Bar.

Yesterday afternoon, May 21st, Mr. Glenn Roberts, Resident Engineer, and Mr. Hinsdale, who I understand is to furnish the crushed gravel materials, met upon the ground and discussed the question of points of access to the river and to the highway. It appears that the plan of construction is to place a barge crushing plant in the river over the bar and to transport materials therefrom to the upland over anchored barges or scows, so that no plant setup on the upland will be involved.

Mr. Roberts, Mr. Hinsdale, and I inspected points of access to the river and to the highway, and the points selected by Mr. Hinsdale and approved by him for use under the contract are each located within a distance of two hundred feet easterly from what Mr. Roberts considers to be the north and south section line between Sections 23 and 24, as shown by plat 1R-1-1705. If the section line on the ground is correct, and Mr. Roberts seems to feel that it is, the materials would be transported over property owned by Douglas County and the property of Kenneth J. Murphy would not be affected, as no use thereof would be made.

On April 29th Mr. Parker and I discussed with the full County Court of Douglas County the question of the conveyance of the county property to the State. At that time an outright conveyance was refused but the County Judge and Commissioners agreed that they would give the State a permit to use the county property without consideration. Such a permit has been prepared and has been forwarded to the County but has not yet been executed and returned.

If Mr. Roberts' location of the section line is correct and if you wish to place reliance upon the verbal agreement of the County to permit the State use of the county property without awaiting the return of the executed permit, there appears to be no reason from a right of way standpoint why the contract can not be awarded. It is suggested, however, that in making any award to Mr. Houck the second paragraph on page 11 of the special provisions of the proposal and contract be covered by a letter modification signed by Mr. Houck to the effect that the tract to be acquired by the State and rendered available to the contractor shall be a tract two hundred feet wide parallel to and lying immediately easterly from the west line of Section 24, Township 22 South, Range 10 West, W. M., in Douglas County, and that the tract shall be available only for the purpose of constructing and using approach roads to the river and highway, together with a connecting road between the said points. The agreement of the State to permit the contractor to use the tract as a site for bunkers and crushing plant should be eliminated. According to the proposed plan of operations under the contract these changes should be unobjectionable to the contractor.

After the conference on the ground I verbally notified Mr. Murphy that the use of his property would not be required, so further proceedings with regard thereto will be discontinued by the right of way department.

Mr. Hinsdale approved a map showing the points of access, which is in our right of way file No. 4521.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. K. D. Lytle

FORM 5-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 20 1937
FOR FILING
10-1112

NOTED
State Highway Engineer

May 19, 1937

R 4520

Mr. H. G. Smith,
Office.

Dear Sir:

Receipt is acknowledged of your letter of the 17th instant advising that Roy L. Houck, contractor on the Wilson Ranch-Scottsburg Section of the Umpqua Highway has definitely elected to use the Murphy Bar and that we may complete our arrangements for permission for the contractor to use this property during the present season.

We have an option from Mr. Murphy covering the right to transport materials over his property on a royalty basis, and also have a verbal agreement with the County Court that they will give us a permit to use the County property. The option with Mr. Murphy can be closed up at any time after approval by the State Highway Commission, and we have forwarded to Douglas County a form of permit covering the County property. We do not believe there will be any difficulty about either one of these, but do wish to again call to your attention the importance of the definite and uncontestable location of the southerly boundary of Mr. Murphy's property, for the reason that the option acquired from him does not convey any rights to set up a plant or store materials on his property, and if his boundary is where he thinks it is, the northerly boundary of the Douglas County property will be so close to the highway that there will be no area left adequate for a gravel plant setup.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW

cc R. H. Baldock
K. D. Lytle

FORM E-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 19 1937
FOR FILING
10-1112

May 17th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. DeSouza
Assistant Attorney
O f f i c e Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am advised by Roy L. Houck, contractor on the Wilson Ranch-Scottsburg Section, that he has definitely selected the Murphy bar in Douglas County and wishes to set up on that property. Therefore, you may complete your arrangements for permission for the contractor to use this property during the present season.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock✓
K. D. Lytle

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MAY 19 1937
FOR FILING
10-1112

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 17th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Reference is made to the use of the Murphy bar.

It is my understanding that a temporary agreement for use during this summer is being made with Kenneth J. Murphy. Therefore, all reject material should be stockpiled on the property in Douglas County in order that we may retain title to it.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-K-1 1500 4-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FOR FILING
10-1112

May 10, 1937

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

Mr. Reed of the State Land Board called up this morning relative to royalty on materials taken from the Umpqua River on the Wilson Ranch-Paradise Creek Section of the Umpqua Highway in Douglas County, for which bids were received on April 27, 1937.

He stated that it was his understanding from a recent inspection trip that the contractor contemplated draglining of the materials from the Umpqua River and that similar operators have contested the right to collect royalty on the materials taken. He was very desirous that it be clearly understood that the contractor would pay the royalties due.

Page ten of the special provisions provides that "the right to take gravel from whatever source is used shall be acquired and paid for by the contractor".

Under these conditions it would appear that the liability to pay all legitimate royalty charges rests directly on the contractor on the work.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc State Land Board
Attention Mr. Sanderson Reed
cc Mr. R. H. Baldock
Mr. H. G. Smith

FORM S-A-1 9M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 5 1937
FOR FILING
10-1112

May 4th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

The successful contractor, Roy Houck, on the Wilson Ranch-Paradise Creek Section has not been able to determine his plant set-up on account of the high water, and therefore, was unable to tell us whether he would need all the property of Kenneth J. Murphy or not.

Will you kindly make an inspection of this lay-out on the ground with Mr. Houck as soon as possible so that we may be in a position to know whether we have to acquire the Murphy property or whether some other arrangements would be satisfactory.

Very truly yours,
R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
J. W. DeSousa

FORM 2-G-7 1M 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

10-1112

April 6th, 1937

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Permission has been granted to include the 5,800 cubic yards of maintenance material to be stockpiled from Scottsburg to Mile Post 21 in the Wilson Ranch-Scottsburg project, as requested by you in your recent letter.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 5 1937
FOR FILING
10-1112

RECEIVED
APR 3 1937
COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

April 2, 1937.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In the special provisions covering the Wilson Ranch-Scottsburg Section, I specified that we would secure the two gravel bars known as the Murphy Bar and the Brandy Bar.

Both of these bars are within the bed of a navigable stream, the Umpqua River, and I was under the impression that upon payment of the royalty to the State Land Board, anyone would be permitted to take material from the bars but upon reading over the statutes covering this matter, I find that the State Land Board has the right to lease them. It occurred to me that this board might have leased these bars.

Before the contract is let I would suggest that you check with the land board to see whether or not they have leased either of these bars. The only one that I know of who might have leased them is Mr. Hinsdale at Reedsport, Oregon.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock ✓

KDL:AF

RECEIVED
MAR 30 1937
FOR FILING

10-1112

March 29, 1937

Mr. H. G. Smith
Office

Dear Sir:

Your request for permission to exceed the maintenance budget by $6,000 for material from Scottsburg to Mile Post 21 is approved.

Very truly yours,

State Highway Engineer

RHB:HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 24th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In working up the Wilson Ranch-Scottsburg project for resurfacing and maintenance material, Mr. Lytle wished to include maintenance material as far as Drain, but I advised him that no maintenance funds were available for the section between Scottsburg and Drain.

However, it would be quite desirable to include 3,800 cubic yards, at a cost of $6,000.00, from Scottsburg to Mile Post 21. This would avoid duplicating a plant at the Murphy Bar in the fall when there will be funds for the Drain-Scottsburg material.

May we have your permission to exceed the maintenance budget by $6,000 for this material in order to avoid the expense incidental to the duplication of a set-up.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

10M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 30 1937
FOR FILING

Gov. Projects

March 22, 1937.

RECEIVED
MAR 24 1937
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED

ATTENTION: H. G. SMITH State Highway Engineer

Dear Sir:

As suggested I have re-worked the Wilson Ranch-Scottsburg Section, eliminating from the previous job the maintenance materials which were to have been hauled west of Scottsburg.

I have re-written the whole job in order to save a chance of confusion in your office.

I still believe that we should again ask Mr. Baldock for sufficient money to produce enough materials to cover the road from Scottsburg to mile point 25.64, which mile point is the split between the Murphy and Beckley bars. There is no maintenance material east of Scottsburg and if we do not produce some at this time we will have to make another set up in the Murphy Bar next winter.

By crushing the materials at this time we would probably effect a saving of between three and four thousand dollars.

If it is decided to include this extra yardage, the amounts to be piled should be as follows:

Stockpile Location	¾"-½"	½"-¼"	¼"-0"		Total
15.21	729	486	203		1418
17.28	200	150	50		400
20.00	536	358	149		1043
22.98	479	319	133		931
				Total	3792

The 1418 cubic yards shown above would be in addition to the amounts shown in the Wilson Ranch-Scottsburg specifications.

Glenn Roberts says that all of the oversize in stockpiles was crushed by Saxton & Looney.

Attached is straight line diagram of the job. After you are through with it please return it.

I would suggest that the purchase of all stockpile sites clear to Drain, be carried out as we will need them next winter.

K. D. Lytle R.S.S.
K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. J. H. Bishop
KDL:LF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 27 1937
FOR FILING

10-1112

RECEIVED
MAR 26 1937
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

March 25th, 1937.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On page 6 of the Special Provisions for the Wilson Ranch-Scottsburg job I find that the paragraph headed "Size of Gravel to be Crushed" should be changed and I would ask that the following paragraph be substituted.

"Size of Gravel to be Crushed"

The gravel used in the manufacture of the ¾"-½" and the ½"-¼" size material shall be gravel from which all material that will pass a screen having 1½" circular openings has been eliminated."

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

10-1112

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 18 1937
FOR FILING

March 17th, 1937

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

The budget for maintenance material has been entirely depleted, and the maintenance material production which you are suggesting between Scottsburg and Drain cannot be included with the Wilson Ranch-Scottsburg Section resurfacing. No further funds are available for maintenance material until late in the fall.

It is not apparent that the Scottsburg-Drain maintenance material can be produced any more economically if included in the Wilson Ranch-Scottsburg contract than it could under a separate contract, and for that reason, I would recommend that the Wilson Ranch-Scottsburg resurfacing be let as one contract and the rest of the maintenance material sometime next fall.

Your inclusion of 6,200 cubic yards of sub-base material was somewhat unexpected, but apparently it has not caused an overrun of the budgeted amount which was set at $53,000. In order to avoid any misunderstanding, I suggest that you send in a new table of quantities for the Wilson Ranch-Scottsburg resurfacing, oil rock and maintenance material only.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM ...
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 15 1937
FOR FILING

10-1112

RECEIVED
MAR 15 1937
IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COMMISSION

Roseburg, Ore.
March 15th, 1937

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

In reading over the specifications on the Wilson Ranch-Drain Section, which were recently submitted to you, I find that the date of completion was omitted. I suggest that this completion date be set at Nov. 30th, 1937.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert

KDL:AF

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 12 1937
FOR FILING

10-111.2

March 11th, 1937

RECEIVED
MAR 12 1937
OREGON
STATE HIGHWAY COMMISSION

Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith special provisions covering the Wilson Ranch-Drain Section of the Umpqua Highway.

Included in this job is the re-surfacing of the section from Wilson Ranch to Scottsburg. As we are entirely out of maintenance materials along this highway, I thought that the production of maintenance rock should be included along with the surfacing work.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. J. N. Bishop
KDL:AF

CONTRACT# [redacted] 1984,1985

FLH 3-E Jordan Cr. Sec., I.O.N. Hwy. 1938
1985 " " Bridges
#1984 Folder # 2

RECEIVED
MAY 4 - 1939
FOR FILING

7LH 3-E

May 3, 1939

Ballinger, Clark, Matthewson & Force,
1044 Henry Building
Seattle, Washington

Attention: Mr. Joseph E. Pearson

Gentlemen:

Replying to your letter of May 2 in which you inquire as to the name of the engineer who was in charge of Consolidated Highway Company's contract with the state for construction of the East Unit of the Jordan Creek Section of the I.O.N. Highway, I am pleased to inform you that Mr. J. E. Morelock was the Resident Engineer on this job and Mr. H. C. Williams the Division Engineer. Mr. Morelock's present address is Baker, Oregon, in care of Mr. J. A. Phelps, Locating Engineer for this Department.

Yours very truly,

HBG:MG

Secretary

BALLINGER, CLARK, MATHEWSON & FORCE
ATTORNEYS AT LAW
1044 HENRY BUILDING
SEATTLE

JOHN H. BALLINGER
NEWMAN H. CLARK
MARK F. MATHEWSON
HORTON C. FORCE

JOSEPH S. PEARSON

RECEIVED
MAY 3 - 1939
STATE HIGHWAY COMMISSION

May 2, 1939

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We would appreciate your advice as to the name of the engineer in charge of No. 1984 East Unit Jordan Creek Section in Malheur County, heretofore constructed by the Concolidated Highway Company, Inc.

Very truly yours,
BALLINGER, CLARK, MATHEWSON & FORCE

By Jos S Pearson

JSP:VSJ

J. E. Morelock → To Phelps - Baker

W. C. Williams

RECEIVED
MAR 22 1939
FOR FILING
EH-3-E

March 21, 1939

Mr. James L. Conley
Attorney at Law
1312 Public Service Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of March 20, enclosing affidavit of V. W. Marble, and request for certified copy of the contract (No. 1964) for the grading of the East Unit, Jordan Creek Section, I.O.N. Highway.

In compliance with such request, we are sending you today by express a certified copy of said contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

March 20, 1939

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I enclose herewith affidavit of V. W. Marble, with his request that you furnish us with a certified copy of the contract and bond - contract No. 1984 - East Unit of Jordan Creek, Section of the Ion Highway.

I hate to ask you for this additional copy of that contract, in view of the large amount of time which we have already taken of yours, but it is jurisdictional to Mr. Marble's action against the Surety.

The time is nearly up within which to file claims, so I ask that you forward it at the earliest possible moment.

Very truly yours

Jas. L. Conley

JLC
LAH
ENC

STATE OF OREGON,)
) ss.
County of Multnomah.)

I, V. W. MARBLE, being first duly sworn, on oath depose and say:

That I supplied labor for the prosecution of that certain construction work known as grading, finishing and graveling 16.17 miles of Idaho, Oregon and Nevada Highway, Contract No. 1984, State of Oregon - Consolidated Highway Company, Inc. That payment therefor has not been made.

That I desire that you shall now furnish me with a certified copy of the contract and bond covering such construction work.

V. W. Marble

SUBSCRIBED and sworn to before me this 20th day of March, 1939.

Notary Public for Oregon
My Commission Expires: Oct 28. 1941

FORM 5-K-1 1500 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 8 1939
FOR FILING

TL 113-E Const
Contractor
Consolidated

February 7, 1939

Honorable J. W. Maloney,
Collector of Internal Revenue,
Customhouse Building,
Portland, Oregon.

Dear Sir:

The purpose of this letter is to acknowledge the final notice and demand made by the government on the Oregon State Highway Commission for the payment of money in the custody of the state and earned by the Consolidated Highway Company, Inc. under a contract for highway construction.

The Highway Commission is unable to comply with the demand for the reason that these funds are now in litigation in the United States District Court for the District of Oregon, in which case the Highway Commission has been named as one of the defendants. I understand, too, that the Collector of Internal Revenue for the United States is likewise named as a defendant.

Will it meet with your approval if the State Highway Commission holds the funds until the Court has rendered a decision in said case?

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer
C. F. Smith

RECEIVED
JAN 4 1939
FOR FILING

#1984

January 3, 1939.

THE SAWTOOTH COMPANY
Boise, Idaho

Gentlemen:

Receipt is acknowledged of your letter of December 28, concerning the Consolidated Highway Contract, No. 1984, which was for the construction of the East Unit, Jordan Creek Section, I.O.N. Highway, in Malheur County.

You are advised that this contract was completed August 20 and accepted September 28, 1938. Under the Oregon statutes you have 6 months after the date of acceptance in which to file your claim.

For your information and guidance we are attaching hereto a mimeographed copy of Chapter 380, Oregon Laws 1931.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary.

JM:MM

TELEPHONE 4700

P. O. BOX 2088

THE SAWTOOTH COMPANY

ENGINEERS, MANUFACTURERS AND DISTRIBUTORS

Machinery and Supplies
for Contractors
Miners, Mills, Roads
and Farm Use

TWIN FALLS

710 FRONT—715 GROVE STREETS
BOISE, IDAHO

CALDWELL

General Repairs,
Sheet Metal,
Welding and
Machine Shop Work

RECEIVED
DEC 30 1938
OREGON
STATE HIGHWAY COMMISSION

December 28, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

RE: Consolidated Highway Co., Inc.

Please advise us regarding the final date on which claims for materials and supplies may be filed against Contract No. 1984, representing grading on the east unit of the Jordan Creek section of the I-O-N Highway, Malheur County, Oregon.

It is our understanding this job was to be accepted by the Highway Commission at its September meeting, but we are not certain on what date.

We are informed we have six months after acceptance of the job to file claim with the Secretary of State's Office, and would appreciate very much your advising us.

Very truly yours,

THE SAWTOOTH COMPANY

Kenneth M. Tipton
Credit Manager

KMT:FD

REFERRED TO Jim
BY SECRETARY

what are the facts about this?
HBG

PEAK PRODUCTS

T. WALTER GILLARD

ATWATER 1863

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CIVIL SUBPENA

D.C. Form No. 1

District Court of the United States

District of Oregon

FLH 3-E

THE PRESIDENT OF THE UNITED STATES OF AMERICA

To H. B. Glaisyer

RECEIVED
FOR FILING

YOU ARE HEREBY COMMANDED to appear in the District Court of the United States for the District of Oregon, at the courthouse in the city of Portland, in said District, on the 21st day of December, A.D. 1938, at 11 o'clock A. M. of said day, then and there to testify on behalf of the plaintiff in a suit pending in said Court wherein Al Morris is Plaintiff and U.S.F.& G. Co is is Defendant.

Hereof fail not, under the penalty of what may befall you thereon.

WITNESS, the Honorable THE HONORABLE JAMES ALGER FEE or THE HONORABLE CLAUDE McCOLLOCH, District Judge of the United States, this 20th day of December, A.D. 1938, and in the 163d year of the Independence of the United States of America.

G. H. MARSH
Clerk.

By F. L. Buck
chief Deputy Clerk.

7—1473

served 12/21/38
9:25 AM

Wm. P. Lord

WPL/B

T. WALTER GILLARD

No. ....

U.S. Marshal's No. ....

United States District Court

District of Oregon.

....

vs.

....

.... *Subpena*

.... *Attorney.*

U.S. GOVERNMENT PRINTING OFFICE: 1934 7—1473

Wm P. Lord

UNITED STATES MARSHAL'S RETURN

Received this writ at ...., on ....

and on .... at ...., I served it on the within-named

....

....

....

....

and left a true copy thereof with the person named above.

Marshal's Fees

Travel .... $..........

Service ....

$..........

.... *U.S. Marshal.*

By .... *Deputy.*

WPL/B

ATWATER 1888

ATWATER 1383

T. WALTER GILLARD

WM. P. LORD
LAWYER
405 HENRY BUILDING
FOURTH AND OAK STREETS
PORTLAND, OREGON

Dec. 20, 1938

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I am having a subpoena served upon you in the case of Al Morris v. U. S. F. & G. Co. I do not know who to subpoena in this matter and you are at liberty to substitute anybody you may desire in lieu of yourself in response to this subpoena.

Al Morris was injured April 29, 1938, on the new highway which was being constructed near Jordon Valley. The original contract was taken by the Consolidated Highway Company but during the summer of 1937, this company assigned its contract to the surety company which had underwritten the bond - U. S. Fidelity & Guaranty Company, and as we understand it, the surety company completed the contract.

We would like to have in court for the purpose of this trial the following data: records and memoranda showing date the performance of this contract was taken over by the USF&G, and the performance of the contract by the USF&G, and whether or not the performance of the contract was recognized by the Highway Commission, and if the change was authorized by the Commission in cutting a drainage ditch across the highway after the highway had been laid out.

If you can bring this data with you (or have the witness who does attend the trial bring it) it will greatly assist us in making our proof.

Thanking you for this courtesy and wishing you and your family a Merry Christmas and a happy and prosperous New Year, I am,

Sincerely yours,

Wm P. Lord

WPL/B

Consolidated Highway Company, Inc. Corp. consisting of John A. Logan, Pres. T. I. Jetley, V. Pres and Wayne E. Hibbard, Secty. & Treas.

Contract No. 1984 - East Unit, Jordan Creek Section of the I. O. N. Highway in Malheur County, 16.46 miles of grading. Amount of contract $94,692.36 -

Awarded June 1, 1937 - Completed Aug, 29, 1938 - Accepted Sept, 28, 1938 -

Cont. 1984 Flgth 3-E

Awarded 6-1-37

Week ending 8-21-37
Ross Kellogg presented letter signed by Logan to take complete charge. Private information indicates he is with bonding company.

Week ending 9-11-37
started moving dirt

Assignment made to Bonding Co
dated July 12, 1937

STATE OF OREGON)
ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of assignment of claim, dated July 12, 1937, in which all earnings on State Highway Contract No. 1984, East Unit, Jordan Creek Section of the I. O. N. Highway in Malheur County, are assigned to the United States Fidelity & Guaranty Company by Consolidated Highway Company, Inc.

IN WITNESS WHEREOF, I have hereunto set my hand this 21st day of December, 1938.

Secretary.
OREGON STATE HIGHWAY COMMISSION

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

~~Federal Aid Emergency Project~~
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 1938

Section East Unit, Jordan Creek
Kind of work Grading and Topping
Highway I-O-N
Section prefix 123-1013
Contractor Consolidated Highway Co. (US.F.& G.)
Contract number 1984
Date of contract June 1, 1937
Date of completion February 28, 1938
Date work started June 21, 1937
Estimated date of completion May 1, 1938
Amount of contract $ 94,692.36
Per cent of time elapsed 81 %

STAT[illegible] OREGON—HIGHWAY DEPAR[illegible]T

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and No/100- ($1.00) Dollars, to it paid, Consolidated Highway Co., Inc. hereby sell, assign and transfer the within claim for all earnings on Contract No. 1984 for the grading of 16.48 miles of the East Unit of the Jordan Creek Section of the I. O. N. Highway in Malheur County. to United States Fidelity & Guaranty Co. and authorize and empower said United States Fidelity & Guaranty Co. to act as agent for it and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 12 day of July, 1937.

Executed in the presence of us as witnesses:

H. E. Hollowell
(Signed)
L. E. Latourette
(Signed)

Consolidated Highway Co., Inc. (SEAL)
By John A. Logan, Pres.
(Signed)
Ann M. Logan, Secty.
(Signed)

[illegible]

Jordan Valley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

~~Federal Aid Emergency Project~~
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 8, 1938

Section East Unit, Jordan Creek

Kind of work Grading and Topping

Highway I-O-N

Section prefix 123-1013

Contractor Consolidated Highway Co. (US. F. & G.)

Contract number 1984

Date of contract June 1, 1937

Date of completion February 28, 1938

Date work started June 21, 1937

Estimated date of completion May 1, 1938

Amount of contract $ 94,692.36

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $ 98,234.54

Per cent of contract completed, based on total contract price 74 %

Engineering costs to date $ 4,826.00, 85 %.

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Weather clear but cold at night.

Fills at bridges near east end of project nearly complete.

Drilling three shifts at sta. 4479. Cut 4433 to 4428 drilled and loaded. 1½ yard shovel at sta. 4395 begun three shifts on Thursday.

Large scale sloping on western part of project not yet started. No finishing but contractor means to try if at all possible. Frost, especially on east end makes finishing unlikely till spring.

W. C. Williams, Division Engineer, inspected project on Thursday. A. W. Murray of the U. S. F. & G. also arrived that day. Mr. Murray states that his company has definitely taken over. Temporarily at least, he is taking Logan erstwhile superintendant from the job to Portland.

signed Morelock
Jordan Valley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copies of correspondence and documents pertaining to the Consolidated Highway Company's contract with the State Highway Commission for the construction of the East Unit of the Jordan Creek Section of the I-O-N. Highway in Malheur County, have been compared with the original of such correspondence and documents on file in the office of the State Highway Commission and that the same are true and correct copies of said originals.

The attached data to which this certificate applies are as follows:

Field Engineer's Weekly Report for week ending January 8, 1938

Letter of Division Engineer W. C. Williams to R. H. Baldock, dated September 10, 1938

Letter of Division Engineer Williams to R. H. Baldock, dated January 7, 1938

Cost Analysis to February 1, 1938

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
~~SALEM~~

IN REPLY PLEASE REFER TO FILE NO.

La Grande, Oregon
September 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith the request of the Consolidated Highway Company Incorporated for an extension of time on their contract No. 1984, East Unit of the Jordan Creek Section, I.O.N. Highway, from February 28, to August 29, 1938. All work on the project was satisfactorily completed August 29.

In order to make any recommendations as to extension of time on the project, it is necessary that I go into rather lengthy discussion of the entire operations.

In the first instance, the Consolidated Highway Company Incorporated, as long as they were in charge, mismanaged the project to such an extent that when the job was taken over in November of 1937 by the U.S. Fidelity and Guaranty Company, the amount of work involved for proper completion of the project was almost as great as in the beginning of the work.

After calling for bids on the project, awarding of the contract was delayed one month due to right of way difficulties. This automatically allowed the contractor an extension of time of thirty days, or until March 28, 1938. However, weather conditions between February 28 and March 28 were totally unsuitable for working conditions and this automatic extension of time was of no benefit at all to the contractor.

The contractor was granted a shut down order on February 15 for the reason that the weather was such that work could not be carried on and such work as was being attempted was detrimental to the ultimate completion of the roadway.

After the shut down order, the contractor resumed grading operations on April 15 and even then for two or three weeks was considerably

Subject: Request for extension of time by
Consolidated Highway Co. contract 1894
E. Unit Jordan Creek Sec., I.O.N. Highway
and recommendations

handicapped by reason of spring rains, which created severe mud conditions in that locality where heavy clay materials prevail.

In summing up the entire situation, I believe that in fairness to the bonding company, who took hold of the job and completed it in a satisfactory manner under very trying circumstances and at a loss of some $86,000, they should be relieved of the penalty of overrun of the time limit. The overrun of the time limit amounted to approximately 180 days and to offset this overrun, allowances should be made as follows:

Delay in awarding the contract,	30 days
Shut down order,	60 days
7% overrun in contract quantities,	20 days

This totals 110 days, leaving 70 days unaccounted for. But, during the period from December 1 until the shut down on February 15, very little work was accomplished and this 75 day period was almost a total loss. The bonding company wished to shut the job down late in November owing to bad weather conditions, but as at that time it appeared somewhat possible to complete the project, they were requested to continue and did so until February 15. It would not be too much out of reason to allow them an extension of time for this period when they attempted to work and accomplished practically nothing.

I realize that my recommendations in this respect are somewhat out of line with ordinary practices. On the other hand, conditions in that locality were very severe during the present winter and higher water prevailed in Jordan Creek than for the past 40 years. These conditions all materially hampered the contractor.

I have gone over the entire project in close detail with Mr. Murray of the bonding company and all matters pertaining to the contract and acceptance of the final estimate are satisfactorily agreed upon with the exception of the penalty for overrun. Mr. Murray advises me that he has taken this matter up with the Bureau of Public Roads and that they are agreeable to an extension of time without penalty under the circumstances. The construction of this project has been a muddled up affair throughout, solely the result of the manipulations of the Consolidated Highway Company, but as I stated before, the honest effort of the bonding company to complete a bad situation and the satisfactory manner in which they did complete the job should be given due consideration.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
~~SALEM~~
La Grande, Oregon

IN REPLY PLEASE REFER TO FILE NO.

January 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

For your information, wish to advise that work on the east unit of the Jordan Valley Section, I.O.N. Highway in Malheur County is progressing very slowly. I have just returned from an inspection trip and find the entire 16 miles are torn up with nothing finished. All possible pressure was brought to bear by both the Resident Engineer and the writer for finishing during fair weather, but we had no success.

The weather now is too cold for finishing and it would appear that the only work that can be carried on during the winter months is completion of the rough grading. The ultimate completion date I would now set as June 1st. Better progress on finishing would have to be made to complete at that time than has been evident so far.

The United States Fidelity and Guaranty bonding company are now in complete charge of the work under the personal supervision of Mr. Blower. John Logan has been reduced to the status of foreman and is in charge of grading operations in the field.

I am calling this to your attention at this time as we will be unable to keep our engineering costs within the 6% limitation owing to the length of time being consumed on the work. The engineering party is held to as low a personnel as possible. After expiration of the time limit, all engineering charges should be borne by the contractors as they certainly have been negligent in the prosecution of the job.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

I.O.N. Highway, East Unit Jordan Creek
Grading Contract 1984, Prefix 123-1013

Consolidated Highway Co., Inc., Contractors
J. E. Morelock, Resident Engineer

This contract consists of the grading and topping of 16.46 miles of roadway. It was bid on April 28, 1937, but the award was not made until June 1st. Up to February 1st, 1938, the job was about 80% complete. About 5,000 cu. yd. of common and 10,000 cu. yd. of solid excavation, 16.46 miles of roadbed finishing and 18,000 cu. yd. of topping remain to be done. As the weather has been so unsettled that it was impossible to carry on finishing work, the contractor has been granted permission to temporarily cease work until the weather moderates. At present this section of the state is experiencing a great deal of rain and snow, and it would be subjecting the contractor to undue hardship to cause him to continue work. With good spring weather, the work should be completed by June 1st, although February 28th, was the specified completion date.

At the present time the bonding company is in charge, and Mr. R. H. Blower has been their representative for the last two months. Mr. Blower seems to be competent, but since the affairs of the Consolidated Highway Co. were in such a deplorable condition, I believe that it is humanly impossible to place the operations on an efficient basis. Mr. John Logan, the former president of the contracting company, however, appears to be in good graces with the bonding firm and is listed on the certified payroll as foreman at $75.00 per week, although his visits on the job are very infrequent.

This job is 16.46 miles in length and requires a large number of shallow cuts and fills. Some of the excavation is through scab lava formation which is difficult to drill and shoot. The job is located a long distance from source of materials and supplies, which results in costs of from 20 to 100% more than on jobs near large cities. A camp large enough to accommodate about 100 men, a repair shop and an office was constructed and equipped at a cost of about $3,000. The cost of maintaining the cookhouse and camp has been very high due to large amount of labor, high cost of supplies and free meals.

Most of the common excavation has been moved with tractors and scrapers, while a small part has been moved with shovel and trucks. Four 80 h.p. Cletracs, 3 10-cu. yd. Isaacson scrapers, 1 dozer and 1 ripper were worked 3 7-hr. shifts per day. The solid was excavated with a 1½ Koehring shovel and trucks. The solid material broke large and required considerable reshooting. The cost of drilling and shooting amounted to about $0.71 per cu. yd., and this abnormally high cost is due mostly to poor labor and management. The hauling costs are very high due to small production and high cost of rented trucks.

A 3/8-cu. yd. shovel and trucks and 2 motor graders have been cleaning up and finishing but due to traffic over the muddy road, what little finishing that has been done will have to be reworked. A great deal of work remains to be done to put roadway in shape for topping, and as the contractor has only a bid of $1.00 per mile for finishing, a considerable loss can be expected on this item.

[illegible] on the job was in fair shape with the exception of the Cletrac tractors, which have been breaking down continuously. The cream of the excavation was skimmed off at the start of the job in order to get as much estimate as possible. During the period from November 1st, 1937 to February 1st, 1938, the gross revenue amounted to $26,524.70, which was not enough to cover the payroll of $29,572.47.

Their books are in poor shape and the cost shown in this report is approximate. Some of the bills are paid on the job, some in Portland, some in Seattle and some are still unpaid. A few truck owners have not been paid since they have been on the job.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
NOV 30 1938
FOR FILING

7 I A 3-5

November 30, 1938

Mr. W. K. Phillips,
c/o Sheppard & Phillips
Suite 1208, Public Service Bldg.,
Portland, Oregon

Dear Mr. Phillips:

Responding to your request of November 29, I am enclosing for your information a certified copy of the assignment given by the Consolidated Highway Company, Inc., to the United States Fidelity & Guaranty Company, same being all earnings on Contract No. 1964 for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County.

I am pleased to be of service to you in this regard. With kindest regards, I remain

Yours very truly,

HBG:MC

Secretary

encl.

RECEIVED
NOV 3 0 1938
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

November 29, 1938.

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: Isaacson Iron Works vs.
Consolidated Highway Co. Inc.

In your return on the attachment of November 7, 1938, in this case you recite that both of the estimates and moneys to be paid have been assigned by the contractor to the United States Fidelity and Guaranty Company. In going through our files I find that we do not have a copy of that assignment, and therefore I am taking the liberty of asking you to forward me a copy of the assignment, in order that I may file a petition in intervention in this attachment proceeding.

With best personal regards, I am

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips

WKP:BM

#1784-5

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 28 1938
FOR FILING

November 26, 1938

7LH-3-E

United States Fidelity & Guaranty Company,
McCollister & Campbell,
300 Central Building,
Seattle, Washington.

Gentlemen:

I inclose herewith copy of return or answer made by the Secretary of the Highway Commission to a Notice of Tax Levy served by the United States Government against funds earned and unpaid under contract No. 1984 with the Consolidated Highway Company, Inc.

Until the interests of the several parties have been adjusted it will be impossible for the Highway Commission to release further funds.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.

cc H. B. Glaisyer ✓

C. F. Smith

REFERRED TO
SECRETARY

note & send

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

November 26, 1938

Honorable J. W. Maloney,
Collector of Internal Revenue,
Customhouse Building,
Portland, Oregon.

Dear Sir:

I am inclosing a return or answer made by the Secretary of the Highway Commission to a Notice of Tax Levy served by the Government in connection with its claim against the Consolidated Highway Company, Inc.

You will note that the funds which the Commission holds are covered by an assignment made by the contractor to the surety company and there is also an attachment made by the Issaquah Iron Works.

I have advised the surety company that no release of funds can be made by the Commission until the Government's claim and the attaching creditor's claim have been disposed of.

With very kind personal regards, I am

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc H. B. Glaisyer
C. F. Smith

U. S. F. & G. Company,
McCollister & Campbell,
800 Central Building,
Seattle, Washington.

Consolidated Highway Company, Inc.

STATE OF OREGON,)
) ss.
COUNTY OF MARION,)

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission; that as such Secretary I have in my custody and control all the papers, records, documents, books of account, and contracts of the State Highway Commission.

I certify further that according to the books and records of the State Highway Commission a contract was entered into between the State of Oregon, by and through its State Highway Commission, and the Consolidated Highway Company, Inc., which said contract is otherwise known in the records of the Highway Commission as Contract No. 1984 and involves the East Unit, Jordon Creek Section of the I. O. N. Highway.

I further certify that in connection with the performance of said contract there has been earned and as yet unpaid a final estimate which is represented by voucher No. 16833 and a further sum of $2,957.19, which voucher has been properly executed and approved by the State Highway Commission and is now with the Secretary of State for a warrant.

I certify further that the said funds have been attached under date of November 5, 1938 in connection with an action entitled Isaacson Iron Works vs. The Consolidated Highway Company, Inc., and which said action is pending in the Circuit Court of the State of Oregon for the County of Multnomah.

I certify further that funds earned under said contract have been assigned by the contractor to the United States Fidelity & Guaranty Company, which assignment bears date of July 12, 1937.

I certify further that the State Highway Commission is uncertain as to whether or not the claim of the United States Government is superior to the claim of the said surety company, and/or the said attaching creditor Isaacson Iron Works.

Dated this twenty-sixth day of November, 1938.

H. B. GLAISYER
Secretary
Oregon State Highway Commission

RECEIVED
NOV 23 1938
FOR FILING

7f# 3-2

#1984

November 22, 1938

UNITED STATES FIDELITY AND GUARANTY COMPANY
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of advice from the Secretary of State that the claim of the Oregon State Industrial Accident Commission against Consolidated Highway Company for contributions due the Fund in connection with the furnishing of road construction to the Oregon State Highway Commission under contract No. 1984 for the grading of the West Unit, Jordan Creek Section, I.O.N. Highway, has been paid in full.

Inasmuch as you are surety for the contractor, we are notifying you of this settlement of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company

November 22, 1938

STATE INDUSTRIAL ACCIDENT COMMISSION
Salem, Oregon

Gentlemen:

We are in receipt of advice from the Secretary of State that your claim against Consolidated Highway Company for contributions due the Fund in connection with the furnishing of road construction to the Oregon State Highway Commission under Contract No. 1984 for the grading of the East Unit, Jordan Creek Section, I.O.N. Highway, has been satisfied.

We have noted this settlement in our records of this job and are today advising the surety and the contractor thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#1984

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 21, 1938

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files a copy of a letter from the State Industrial Accident Commission advising that their notice of claim against the bond taken from Consolidated Highway Company, Inc. has been satisfied.

Very truly yours,

Earl Snell

Secretary of State

S:FM
enc. 1

COPY

RECEIVED
NOV 22 1938
OREGON
STATE HIGHWAY COMMISSION

STATE INDUSTRIAL ACCIDENT COMMISSION

Workmen's Compensation Law

Salem, Oregon

November 18, 1938

Firm No. 80038

Honorable Earl Snell,
Secretary of State,
State Capitol,
City.

Dear Sir: Re: Consolidated Highway Company, Inc.

Under date of August 30, 1938, we informed you that the State Industrial Accident Commission had a claim for contributions due the Fund against the bond taken from the Consolidated Highway Company, Inc. for the furnishing of road construction to the Oregon State Highway Commission.

We are not pleased to inform you that the United States Fidelity and Guarantee Company, bondsmen for the Consolidated Highway Company, Inc. have liquidated the company's indebtedness to the State Industrial Accident Fund and the Commission no longer asserts any claim against the bond.

Very truly yours,

LESTER A. STARK

LESTER A. STARK
Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

LAS:ht
c.c. State Highway Comm.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
NOV 9 1938
FOR FILING
3 - 8

November 7 , 1938

Mr. A. C. Burk,
Sheriff of Marion County,
Salem, Oregon.

Dear Sir:

I inclose the return of the State Highway Commission to the writ of attachment filed in connection with the case of Isaacson Iron Works vs. Consolidated Highway Company, Inc.

Yours very truly,

J. M. DEVERS

JMD:FW
Inc.

cc H. B. Glaisyer
C. F. Smith

NOTED
H B GLAISYER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

ISAACSON IRON WORKS, a CORP.,

Plaintiff

vs.

THE CONSOLIDATED HIGHWAY COMPANY, INC., a Corporation,

Defendant.

RETURN TO WRIT OF ATTACHMENT

STATE OF OREGON,)
COUNTY OF MARION,) ss.

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission; that as such Secretary I have in my custody and control all the papers, records, books of account, and contracts of the State Highway Commission.

I certify further that according to the books and records of the State Highway Commission a contract was entered into between the State of Oregon, by and through its State Highway Commission, and the Consolidated Highway Company, Inc., a corporation, for certain highway construction, which said contract is known in our records as Contract No. 1984 and bears date of June 1, 1957. The section of highway involved in said contract is the East Unit, Jordon Creek Section of the I. O. N. Highway. I further certify that in connection with the performance of said contract there has been earned and as yet unpaid estimate No. 14, characterized as a semi-final, which is in the sum of $2,688.90, and estimate No. 15, characterized as a final payment, which is in the sum of $2,957.19.

I further certify that both of said estimates and the moneys to be paid thereunder have been assigned by the contractor to the United States Fidelity & Guaranty Company, which is the surety on the performance bond furnished by said contracter at the time the contract was entered into, and both of said sums are now claimed by the said surety, and the Commission is uncertain as to whether or not the claim of the assignee is superior to the claim of Isaacson Iron Works under its writ of attachment.

Dated this seventh day of November, 1933.

H. B. GLAISYER
Secretary
Oregon State Highway Commission

#1984

RECEIVED
NOV - 7 1938
FOR FILING
3-E

November 7, 1938

Sheppard & Phillips
Suite 1208 Public Service Bldg.
Portland, Oregon

Attention: W. K. Phillips

Gentlemen:

Your letter of November 1, 1938, which was addressed to the Honorable Earl Snell, Secretary of State, requesting a copy of the Consolidated Highway Company's Contract No. 1984, East Unit-Jordan Creek Section, has been handed to this department for reply.

You are advised that we have forwarded to you, under separate cover, a certified copy of this contract.

Very truly yours,

JMcE:AM

Secretary

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NOV 7 1938
FOR FILING
3-E

November 7, 1938

Standard Oil Company of California

Walla Walla, Washington

Attention: A. E. Welcome
District Credit Man

Gentlemen:

In response to your inquiry of November 2 you are advised that the Consolidated Highway Company, Inc. Contract No. 1984, East Unit-Jordan Creek Section, was completed on August 29, 1938. This contract was accepted by the Highway Commission on September 28, 1938.

Very truly yours,

Secretary

JMcF:AM

RECEIVED
NOV 4 1938
FOR FILING
3-E

November 3rd, 1938

U. S. Fidelity and Guaranty Co.
306 Central Building
Seattle, Washington

Attention: Mr. A. W. Murray.

Dear Sir:

In regard to the assessment of engineering costs against the Consolidated Highway Company, Inc. on their Jordan Valley contract, I beg to advise that the costs were the actual excess engineering costs from June 13th to August 29th, June 13th being the day of expiration of all the time extensions, as enumerated in our previous letter, and August 29th, being the date of completion of the contract.

This is in accordance with the regulations of the State Highway Commission and the U. S. Comptroller; therefore, I have absolutely no latitude in the matter.

Very truly yours,

State Highway Engineer

R

RECEIVED
NOV 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

FIRST NATIONAL BANK BLDG
11 SOUTH SECOND
P O DRAWER 56

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

WALLA WALLA, WASH.

November 2, 1938

Consolidated Highway Inc.,
Contract #1984

Oregon State Highway Commission,
Salem, Oregon

Attention H. B. Glaisyer, Sec'y

Gentlemen:

It would be appreciated if you would advise us whether the above job, which we understand was completed on August 29th, has been accepted and if so we would like to know the date of final acceptance.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R. T. Vivian, District Sales Manager

By A. E. Welcome
District Credit Mgr

EBG:OB

#1984

RECEIVED
OCT 28 1938
FOR FILING
4.14 3-E

October 27, 1938

Mr. James L. Conley,
Attorney and Counselor at Law
Public Service Building
Portland, Oregon

Dear Mr. Conley:

Responding to your request of October 26 enclosing affidavit of Mary J. Marble, I am forwarding to you today, under separate cover, a certified copy of State Highway Contract No. 1984 with the Consolidated Highway Company, Inc., covering the grading of the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County.

Yours very truly,

Secretary

HBG:MC

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

RECEIVED
OCT 28 1938
FOR FILING

#1944

FORM 68

RECEIVED
1938

COPY

October 27, 1938

Firm No. 80038

Sheppard & Phillips
Attorneys-at-Law
Public Service Building
Portland, Oregon

Gentlemen:

Re: Consolidated Highway Co. Inc.

Receipt is acknowledged of your communication under date of October 19, 1938.

Your tender on behalf of the United States Fidelity & Guaranty Company, bondsmen for the Consolidated Highway Co. Inc., is refused.

It is the Commission's position that the bondsmen for firms having contracts with the State Highway Commission must pay all sums due the State Industrial Accident Commission, including penalties and interest, if the contractor shall become in default of such payment.

There is due $2679.46 to the State Industrial Accident Fund on account of work performed by the Consolidated Highway Co. Inc. on a highway construction project in Jordan Valley, and unless this sum is forthcoming within the next ten days the Commission intends to file suit against the company and its bondsmen for payment.

With respect to the contributions which have accrued on payroll had from November 28, 1937; we are just in receipt of a closing audit made by the Commission's auditor, Mr. A. C. Johnson. You will be notified within a few days of the additional contributions due the Fund.

Very truly yours,

Lester A. Stark

LESTER A. STARK

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION.

REFERRED TO

REFERRED TO
McFarland
BY SECRETARY

LAS:cc

cc-H.B.Glaisyer,Sec'y
Oregon State Highway Commission

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 27 1938
OREGON
STATE HIGHWAY COMMISSION

October 26, 1938.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

I enclose herewith Affidavit of Mary J. Marble making the necessary showing to entitle her to a copy of the contract and bond in connection with Contract No. 1984.

If you will be good enough to furnish the same I will greatly appreciate it.

Very truly yours,

Jas. L. Conley

JAS. L. CONLEY.

JLC/t
Enclosure

REFERRED TO
BY SECRETARY

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, MARY J. MARBLE, being first duly sworn, on oath depose and say:

That I supplied labor for the prosecution of that certain construction work known as grading, finishing and graveling 16.17 miles of Idaho, Oregon and Nevada Highway, Contract No. 1984, State of Oregon - Consolidated Highway Company, Inc. That payment therefor has not been made.

That I desire that you shall now furnish me with a certified copy of the contract and bond covering such construction work.

Mary J. Marble

SUBSCRIBED and sworn to before me this 26th day of October, 1938.

Alma Sullivan
Notary Public for Oregon.

My commission expires Oct. 31, 1938.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1114

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 21 1938
FOR FILING

7-H 3-E

October 19, 1938

Mr. J. W. Maloney,
Collector of Internal Revenue,
Customhouse,
Portland, Oregon.

Attention: Mr. W. S. Shanks

Dear Sir:

I have just read your letter of the 18th, also the copy of the opinion from the Commissioner of Internal Revenue, both of which have to do with the Government's notice of tax levy with respect to a tax due from the Consolidated Highway Company.

I note in the opinion that it is held that the surety company is not liable for a tax due from the Consolidated Highway Company, which tax accrued prior to the date of the contract between the Consolidated Highway Company and the State.

Did any part of the Government's debt accrue after the date of the contract between the State and the contractor, and if so are we to hold money to protect that part? Will you please give me the same information concerning the Andersen Construction Company levy?

Yours very truly,

J. M. DEVERS

JMD:FW

cc S. H. Probert
H. B. Glaisyer
Carl Smith

REFERRED TO
BY SECRETARY

FORM 0-2-1 1M 8-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

#1124

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

RECEIVED
OCT 21 1938
FOR FILING

7-H 3-E

OREGON STATE HIGHWAY COMMISSION
SALEM

October 19, 1938

Mr. J. W. Maloney,
Collector of Internal Revenue,
Customhouse,
Portland, Oregon.

Attention: Mr. W. S. Shanks

Dear Sir:

I have just read your letter of the 18th, also the copy of the opinion from the Commissioner of Internal Revenue, both of which have to do with the Government's notice of tax levy with respect to a tax due from the Consolidated Highway Company.

I note in the opinion that it is held that the surety company is not liable for a tax due from the Consolidated Highway Company, which tax accrued prior to the date of the contract between the Consolidated Highway Company and the State.

Did any part of the Government's debt accrue after the date of the contract between the State and the contractor, and if so are we to hold money to protect that part? Will you please give me the same information concerning the Anderson Construction Company levy?

Yours very truly,

J. M. DEVERS

JMD:FW

cc S. H. Probert
H. B. Glaisyer
Carl Smith

REFERRED TO
BY SECRETARY

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
OCTOBER 17, 1938

UNITED STATES FIDELITY AND GUARANTY CO
SEATTLE, WASHINGTON

RETEL PAYMENT HELD UP BY ATTACHMENT

H. D. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

COLLECT

Payment held up by attachment

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

RECEIVED
OCT 18 1938
F

5 -

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(15)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

OCT 17 PM 3 19

PRH121 13/17 SEATTLE WASH 17 244P

H B GLAISYER, SECRETARY
STATE HIGHWAY DEPARTMENT

ESTIMATE THIRTEEN JORDAN VALLEY NOT RECEIVED IS THERE ANY REASON FOR DELAY REPLY WIRE COLLECT BY WESTERNUNION

UNITED STATES FIDELITY AND GUARANTY CO

Retel
Payment held up by attachment

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

RECEIVED
OCT 1 1938

NOTED
H. G. SMITH

Oct. 17th, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock: Re: Consolidated Highway Co., Inc.
Jordan Valley Contract

I thank you for your letter of October 14th. Before a final and unappealed decision on the question of engineering costs, I would like to go over the matter with you as I am not personally familiar with all the details of this contract although I did discuss this question with Mr. Williams.

Would you kindly advise me in detail how the sum of $1,436.42 is arrived at. Is there a flat charge per day or is this the actual excess engineering costs?

I am going to ask your further consideration on this feature because I believe the U. S. Fidelity & Guaranty Company is morally if not legally entitled to some further consideration on this point because of our attitude and willingness at all times to take on a burden which we were not at law compelled to. We could have on this and other contracts turned the contracts back to the State for reletting and completion and paid whatever costs might be incurred thereby. By so doing we would have eliminated this additional engineering cost. However it has always been our policy to work with the State as closely as possible and try and save the State the great amount of time and trouble that would be occasioned by such a procedure as outlined.

I note that we attempted to work through the month of December and January in the face of virtual flood conditions, the like of which had not been previously heard of in Jordan Valley. I felt at that time if we had asked for time out, it would have been readily granted. On the other hand I believe that our attempt to carry on should merit some consideration and tempering of such matters as engineering costs. It is not our thought that we would wish to get out of something that should be charged us. I realize also that because of the fact that this is a federal aid project there may be some technicalities involved in the matter of engineering costs. I realize that there are certain principles laid down in general instructions

REFERRED TO
H G Smith
State Highway Engineer
Sec

which must guide your judgment in these circumstances but on the other hand I believe that the State Highway Engineer does have, and properly so, considerable latitude in a matter of this kind.

Unfortunately I will not be able to get down to Salem until next week and it might not be possible until the first of the month.

Sincerely yours

AWMurray

Supt. of Claims

awm;m

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OCT 15 1938
FOR FILING
3-C

October 14th, 1938

Mr. A. W. Murray
Supt. of Claims
U. S. Fidelity and Guaranty Co.
306 Central Building
Seattle, Washington

Dear Sir:

In answer to your letter protesting against the engineering deduction of $1,436.42 on the Consolidated Highway Co., Inc. Jordan Valley contract. In accordance with the policies of the Oregon State Highway Commission I have been compelled to recommend, and the Commission to adopt, this deduction which was based upon the following analysis:

The completion date was specified as February 28th, 1938; whereas, the actual completion date was August 29th, 1938. You were given a shutdown order from February 14th to April 18th, because satisfactory work could not be performed during the winter season. Since you had 14 days in your original contract on February 14th, when the shutdown order was given, this 14 days' time was added to the date of April 18th, which allowed you to May 2nd.

In addition there was a delay of 33 days in the award of the contract; whereas, the Commission considers that 10 days is sufficient to make an award; and therefore, 23 additional days were allowed for the delay in awarding the contract. Also, your contract was increased six percent, so that six percent was allowed for the time given to complete the job, or 18 days. This brought the time limit to June 13th, which in my opinion covers all the items set forth in your letter.

I do not feel that we can give any further extensions of time under the general instructions by which I am guided.

Very truly yours,

State Highway Engineer

R

RECEIVED
OCT 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

Sept. 30th, 1938

Hon. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Re: Consolidated Highway Co., Inc.
Jordan Valley Contract

We are in receipt of Estimate #14, semi-final which unfortunately we are unable to sign because of the fact that there is a deduction of engineering costs in the sum of $1436.42. There is no data as to how these costs are arrived at and before we can accede to costs being charged to this contract, we would like to have the opportunity of going into the matter thoroughly.

The writer, in a conference with Mr. Williams, District Highway Engineer, Mr. Blower and Resident Engineer Morelock, discussed this question in detail and it was the opinion of District Engineer Williams that there was merit to our contention that practically no costs should be assessed for the following reasons: Delay in awarding the contract, excess quantities, shutdown order for two months because of weather conditions which are reasonable grounds for waiving of engineering costs and in addition there are other good reasons which should entitle the United States Fidelity and Guaranty Company to at least equitable relief.

Yours truly

A W Murray

Supt. of Claims

AWM:M

#1984

RECEIVED
OCT 13 1938
FOR FILING
FLH 3-8

October 11, 1938

Bollinger, Clark, Mathewson & Force
Attorneys for Isaacson Iron Works
1044 Henry Building
Seattle, Washington

Gentlemen:

This acknowledges receipt of the claim which has been filed by the Isaacson Iron Works against the Consolidated Highway Company, Inc., for materials and equipment furnished and repairs made to equipment in connection with the Consolidated Highway Company's contract with the State Highway Commission for construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, Contract No. 1984.

In accordance with our usual practice, we are today notifying the bonding company of the claim.

Very truly yours,

Secretary

MBG:AH

October 11, 1938

McCollister & Campbell, General Agents
United States Fidelity & Guaranty Co.
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim which has been filed by the Isaacson Iron Works against the Consolidated Highway Company, Inc., for materials and equipment furnished and repairs made to equipment in connection with the Consolidated Highway Company's contract for construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, Contract No. 1984. The claim is in the amount of $1,584.83.

This information is given you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661, Kenton Station
Portland, Oregon

[illegible]
4378.

RECEIVED
OCT 11 1938
[illegible]
STATE HIGHWAY COMMISSION

TO THE OREGON STATE HIGHWAY COMMISSION,
c/o SECRETARY OF STATE,
Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned Isaacon Iron Works, a corporation, has a claim for materials and equipment furnished to the Consolidated Highways, Inc. and for certain repairs made by the undersigned to said equipment and other miscellaneous equipment of said Consolidated Highways, Inc., in the sum of ONE THOUSAND FIVE HUNDRED EIGHTY-FOUR AND 83/100 ($1,584.83) DOLLARS against the bond taken from said Consolidated Highways, Inc. wherein the United States Fidelity and Guaranty Company, a corporation, is surety for the work as follows:

No. 1984, East Unit Jordan Creek Section, in Malheur County. That the undersigned is not informed further than that the above work consisted generally of road work, nor is claimant informed as to the contract price awarded therefor.

Dated this 8th day of October, 1938.

ISAACSON IRON WORKS

By Henry Isaacson
Secretary.

Ballinger, Clark, Matthewson & Force
Attorneys for Isaacson Iron Works,
1044 Henry Building
Seattle, Washington.

RECEIVED
OCT 11 1938
FOR FILING

7LH 3-E

OREGON STATE HIGHWAY COMMISSION

October 10, 1938

Mr. A. W. Murray
U. S. Fidelity & Guaranty Co.
300 Central Bldg.
Seattle, Washington

Dear Mr. Murray:

We refer to your request, through Mr. Glaisyer, that we release the semi-final estimate for the E. Unit of the Jordan Creek Section (Contract No. 1984) without making deduction of engineering expense incurred subsequent to the specified date of completion.

We dislike to have to disappoint you, but we can find no basis in the present instance for a variation from our established policy in matters of this kind, and, therefore, must withhold the amount of the engineering cost as well as the retained percentage of three per cent.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

#1984

RECEIVED
OCT 4

FORM 5-K-1 1500 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RH 3-E

October 3, 1938

Mr. J. W. Maloney,
Collector of Internal Revenue,
Customhouse,
Portland, Oregon.

Dear Mr. Maloney:

In reply to your letter of the 28th relative to the notice of levy made in connection with the Government's claim against the Consolidated Highway Company, Inc., and/or the United States Fidelity & Guaranty Company, as surety, beg to say that I inclose a copy of the Commission's answer or return to the notice of levy. This return, you will note, covers estimate No. 15, which is now going through for payment and is in the sum of $5,947.55, and estimate No. 14 which is in the sum of $2,639.90.

In addition to these estimates now going through the State Highway Commission holds a sum of money earned under the contract and which is characterized as retained percentage and that amount now is in the sum of $2,994.79, and will be held until the job is completed and will then be included in the last estimate or last payment made.

Please advise as to whether or not the Government's claim is superior to the claim of the assignee, the United States Fidelity & Guaranty Company.

Yours very truly,

J. M. DEVERS

JMD:FW

cc Sheppard & Phillips
U. S. F. & G. Company
Carl Smith
H. B. Glaisyer

REFERRED TO
JM
SECRETARY

STATE OF OREGON, }
} ss.
COUNTY OF MARION, }

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission; that as such Secretary I have in my custody and control all the papers, records, documents, books of account, and contracts of the State Highway Commission.

I certify further that according to the books and records of the State Highway Commission a contract was entered into between the State of Oregon, by and through its State Highway Commission, and the Consolidated Highway Company, Inc. for certain highway construction, and that in connection with the performance of said contract there has been earned and as yet unpaid the sum of $5,347.55, designated in our records as estimate No. 13, and there is also going through for payment estimate No. 14 in the sum of $2,689.90. There is also a retained percentage which has accumulated during the progress of the job which now amounts to $2,994.79.

These sums of money have been assigned by the contractor to the United States Fidelity & Guaranty Company. The Highway Commission respectfully asks instructions as to whether or not the Government's claim to the funds is

#1984

STATE OF OREGON,)
) ss.
COUNTY OF MARION,)

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary of the Oregon State Highway Commission; that as such Secretary I have in my custody and control all the papers, records, documents, books of account, and contracts of the State Highway Commission.

I certify further that according to the books and records of the State Highway Commission a contract was entered into between the State of Oregon, by and through its State Highway Commission, and the Consolidated Highway Company, Inc. for certain highway construction, and that in connection with the performance of said contract there has been earned and as yet unpaid the sum of $5,947.55, designated in our records as estimate No. 13, and there is also going through for payment estimate No. 14 in the sum of $2,689.90. There is also a retained percentage which has accumulated during the progress of the job which now amounts to $2,994.79.

These sums of money have been assigned by the contractor to the United States Fidelity & Guaranty Company. The Highway Commission respectfully asks instructions as to whether or not the Government's claim to the funds is superior to the claim of United States Fidelity & Guaranty Company as assignee.

Dated this 3rd day of October, 1938.

Secretary
Oregon State Highway Commission

#1984

RECEIVED
SEP 20 1938
FOR FILING
784 3-E

September 20, 1938

VALVOLINE OIL COMPANY
Portland District
2306 North Clark Avenue
Portland, Oregon

Attention H. H. Tennola

Gentlemen:

Reference is made to your letter of September 19, concerning the Consolidated Highway Company, Inc., Contract No. 1984, East Unit, Jordan Creek Section, in Malheur County.

You are advised that this contract was completed August 19 and has not yet been accepted. We are unable to advise you at this time just when final payment will be made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#1984

VALVOLINE OIL COMPANY

VALVOLINE

GENERAL OFFICES:
CINCINNATI
DIVISION OFFICES:
NEW YORK, CINCINNATI
CHICAGO, LOS ANGELES
ATLANTA
FOREIGN OFFICES:
LIVERPOOL, PARIS, HAMBURG
REFINERIES:
BUTLER, PA.
WARREN, PA.
FRANKLIN, PA.

Portland District
2308 North Clark Avenue
PORTLAND, OREGON

September 19, 1938

RECEIVED
SEP 20 1938
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

RE:Consolidated Highway Co. Inc.,
Contract No. 1984, East Unit,
Jordan Creek Section in Malheur County.

Gentlemen:

Would you please let us know at your earliest convenience the date the above jobwas accepted complete and also the date of the final estimate?

Thank you for this service.

Yours very truly,

VALVOLINE OIL COMPANY

W. H. Teppola
District Cashier

WHT/b

Completed - aug. 29, 1938
E - $101,243.50
R.- 7,101.93
PD - $ 94,141.57

RECEIVED
SEP 20 1938
FOR FILING
7 FH 3-E

September 20, 1938

STANDARD OIL COMPANY OF CALIFORNIA
Walla Walla, Washington

Attention A. E. Holcomb, District Credit Manager

Dear Sir:

This is to acknowledge your letter of September 15, concerning the Consolidated Highway Company, Inc., Contract No. 1984, East Unit, Jordan Creek Section, Malheur County.

This contract was completed August 29 and has not yet been accepted. The total amount paid the contractors to date is $94,141.57 and the retained percentage is $101.93.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#1984
Frnl. Cr

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P. O. DRAWER 56

WALLA WALLA, WASH.

September 15, 1938

RECEIVED
SEP 19 1938
OREGON
STATE HIGHWAY COMMISSION

Consolidated Highway Company, Inc.,
Contract No. 1984, East Unit, Jordan
Creek Section - Malheur County

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Please inform us whether the above contract has been completed, and if so the date of acceptance and the latest date for filing claims.

If the contract is not yet complete will you please inform us the percentage of completion and the probable date of final completion and acceptance.

Your early response will be appreciated.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By A E Welcome
District Credit Man

AEW:DH

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
SEP 20 1938
FOR FILING

3 - 8

September 19, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 20 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the East Unit of the Jordan Creek Section of the I.O.N. Highway in Malheur County was satisfactorily completed on August 29 and I am submitting herewith the semi-final estimate on the project. Supporting records are being forwarded to you by express. The final cost of the project as indicated by the semi-final estimate is $112,019, which is $7,857 in excess of the project authorization. Of this excess $6,388 is an overrun in contract items and the remaining $1469 is an overrun of engineering and contingency fund. Owing to the unusually long period of time necessary for the contractor to complete the project, it was impossible to remain within the engineering authorization. The project was awarded in June of 1937 and it was necessary to keep an engineering party until the completion of the job on August 29, 1938.

Of the $6,388 overrun in contract items, the major portion occurred in excavation, there being an overrun of approximately 15,365 yards of excavation quantities, or approximately 10%. This amount, however, is the result of not having sufficient quantities in the preliminary estimate. Original quantities as submitted from this office totaled 207,000 cubic yards. In preparing the bid plans in the Salem office an error of 13,000 cubic yards in excavation occurred. The summary in mile 34 was in error in that the brackets showing total excavation was 31,079 whereas the total was only 24,047, an error of 7,000 yds. In cross-totaling the quantities by miles, an error of 6,000 additional yards was made in that the total of the common excavation on the Federal Lands Section was 6,000 yards too low. I addressed a letter to your office under date of April 30, 1937 prior to the letting, calling attention to this error of 13,000 yards. Under date of May 3 a letter dictated by Mr. Low advised that there was a decrease of 6,000 yards due to a change of plans at Jordan Creek, so that the actual decrease was only 6,000 yards and it was not considered necessary to ask for an increase in authorization. This however, was not so, as the total quantities in the vicinity of Jordan Creek were decreased 600 yards, approximately, instead of 6,000. yards.

FORM 5-H-1 . 1930 0-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 19, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Over- and underruns, (I.O.W. Highway
Malheur County) East Unit Jordan
Creek Section.

Page #2
9-19-38

There was an overrun of 8.754 yards of truck haul, this being the result of inability to secure suitable borrow materials in the Jordan Creek flats. In lieu of using unstable fill materials, gravel materials were hauled by widening cuts south of Jordan Creek crossing. While this increased the truck haul a much more stable roadbed resulted. There was no appreciable difference in any quantities other than excavation and truck haul. A letter explaining overruns and underruns submitted by the Resident Engineer is included with the final records.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. J. TOU VELLE, JACKSONVILLE
[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
SEP 17 1938
FOR FILING
3-E

September 16th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to the Consolidated Highway Company, Inc. on their Contract No. 1984, F.H.L. 3-E, East Unit of the Jordan Creek Section in Malheur County. The completion date specified was February 28th; whereas, the actual completion date of the contract was August 29th.

The contractors were given a shutdown order from February 14th to April 18th, because satisfactory work could not be performed due to the winter season. Since they had 14 days left in their original contract when this shutdown order was given, this is equivalent to extending the time to May 2nd. In addition to this, the contractors are entitled to 23 days net delay in awarding the contract after 10 days tolerance, and 18 days since the contract amount was increased 6%, which allows them an extension of time up to June 13th without engineering penalty. It is, therefore, recommended that the engineering expenses be charged after June 13th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

#1984

RECEIVED
SEP 15 1938
FOR FILING
[illegible]H 3-C

September 14, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 12 enclosing three copies of a notice of claim by the State Industrial Accident Commission, in the amount of $2,729.28, against Consolidated Highway Company, Inc., in connection with their work of furnishing road construction to the Oregon State Highway Commission.

We have noted this claim in our records of this contractor, and are today forwarding copies of the notice of claim to them and their surety, U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 14, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by the State Industrial Accident Commission, in the amount of $2,729.28, against Consolidated Highway Company, Inc., for contributions due the State Industrial Accident Fund in connection with said contractor's furnishing road construction to the Oregon State Highway Commission.

Inasmuch as you are surety for this contractor on his state highway jobs, we are enclosing, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.

Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 12, 1938

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by State Industrial Accident Commission for $2729.28 against the bond taken from Consolidated Highway Company Inc. which was received and filed in this office as of August 31st.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

STATE INDUSTRIAL ACCIDENT COMMISSION
Workmen's Compensation Law
Salem, Oregon

August 30, 1938.

Firm No. 80038

Honorable Earl Snell
Secretary of State
State Capitol Building
Salem, Oregon

Dear Sir: Re: Consolidated Highway Company, Inc.

Notice is hereby given that the State Industrial Accident Commission has a claim for contributions due the State Industrial Accident Fund in the sum of $2,729.28, against the bond taken from the Consolidated Highway Company, Inc., for the furnishing of road construction to the Oregon State Highway Commission.

Very truly yours,

Lester A.Stark
LESTER A. STARK

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

LAS;ab

Endorsed: File No. 2814
Filed August 31, 1938
EARL SNELL
Secretary of State

P4

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO ~~FILE No.~~ No. 8

FLH 3-E

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FLH 3-E, East Unit, Jordan Creek section, I.O.N. Highway, was made by a representative of this office on August 23, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

#1984

RECEIVED
SEP 15 1938
FOR FILING

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

TELEPHONE
MAIN 7772

FLH 3-E

A. W. MURRAY
Superintendent

Sept. 13, 1938

RECEIVED

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Glaisyer:

I want to thank you for answering my telegram this date relative to the warrant. I guess you will think this office has no order or system.

The fact is that the warrant did come in during my absence in eastern Oregon but the letter and warrant were clipped to other correspondence and in consequence became misfiled and the fact that it had come in was not brought to my attention. On receipt of your telegram I made inquiries and have located the warrant. I am sorry indeed to have bothered you concerning the same and assure you that I do appreciate your assistance.

Kindest regards.

Sincerely yours

A W Murray

Supt. of Claims

AWM:M

NOTED
H. B. GLAISYER

JMM

Seattle 66

RECEIVED
SEP 14 1938
FOR FILING

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

DAY LETTER
NIGHT LETTER
SHIP RADIOGRAM
Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

CHECK
ACCT'G INFMN.
COLLECT
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

File

7LH 3-E

SALEM OREGON SEPTEMBER 13 1938

A W MURRAY
SEATTLE WASHINGTON

RETEL WARRANT FOR $8546.95 COVERING ESTIMATE 12 CONTRACT 1964 WAS MAILED TO YOU REGISTERED MAIL ON SEPTEMBER 2 AND RECEIPT DATED SEPTEMBER 3 RETURNED SIGNED BY J SPOON OF YOUR OFFICE

H B GLAISYER

COLLECT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

(23)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRH30 12=SEATTLE WASH 13 1009A 1938 SEP 13 AM 10 28

H B GLAISYER, SECRETARY=
OREGON STATE HIGHWAY COMMISSION

HAVE NOT RECEIVED ESTIMATE NUMBER TWELVE CONTRACT 1984 KINDLY CHECK AND ADVISE=

A W MURRAY.

warrant mailed Sept 2
85-46-95 —
mailed to
U.S. F & G Co Seattle

1984.

ANSWERED
H B G

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

[illegible] time for delays in awarding contracts but assume the 10-day consideration time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
SEP 13 1938
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

3-E

September 12th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In your analysis of the Consolidated Highway Co., Inc. request for an extension of time on the East Unit of the Jorden Creek Section, you have allowed them 30 days for delay in awarding the contract; whereas, their net delay is only 23 days as the Commission reserves a period of 10 days in which to award the contract.

All governmental authorities take practically an unlimited time to award contracts, and the Highway Department cannot necessarily expect to award the contract on the day of the letting. We have, therefore, adopted the ruling that we are willing to grant an extension for any delay after 10 days, and this has been carried into practice now for more than a year.

In the future please do not recommend that any jobs be granted full time for delays in awarding contracts but deduct the 10-day consideration time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

Form [illegible]

3-E

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 10, 1938

Section East Unit, Jordan Creek

Kind of work Grading and Topping

Highway I-O-N

Section prefix 123-1013

Contractor Consolidated Hwy. Co. Inc. (U.S.F.&G.)

Contract number 1984

Date of contract June 1, 1937

Date of completion February 28, 1938

Date work started June 21, 1937

Estimated date of completion , 193

Amount of contract $ 94,692.36

Per cent of time elapsed 166 %

Estimated cost of completed project, exclusive of engineering $ 101,200.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 10,440.00, 10.3 %

Date project was completed August 29, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Estimate complete except for final check and preparing of various books and maps for submission. Profiles about 50 % complete.

Find it necessary to submitt monthly estimate since it will be perhaps the 15th before all the detail is completed.

NOTED
State Highway Engineer

Signed

Address Jordan Valley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull dozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 31 1938
FOR FILING

[illegible] 3-5

August 29, 1938

The Sawtooth Company
P. O. Box 2068
Boise, Idaho

Attention: Peter N. Cohn

Gentlemen:

Reply is made to your letter of August 24, 1938, in regard to the filing of a claim against the Consolidated Highway Company's contract No. 1984 for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County.

We understand that the job is completed but the field notes have not been sent in. The job has not been accepted by the Highway Commission but the probabilities are that it will be accepted by the Commission at its September meeting, the date of which is as yet undetermined.

The time for the filing of claims with the Secretary of State expires six months from the date that the Highway Commission accepts the completed work.

Very truly yours,

Secretary

HBG:AM

TELEPHONE 4700

THE SAWTOOTH COMPANY

ENGINEERS, MANUFACTURERS AND DISTRIBUTORS

710 FRONT—718 GROVE STREETS
BOISE, IDAHO

P. O. BOX 2088

Machinery and Supplies
for Mines, Mills,
Contractors, Roads,
Farm Machinery,
Heating Equipment,
Air Conditioning

Manufacturers of
Mining Equipment
Steel Products
Welding and
Machine Work

RECEIVED
AUG 26 1938
OREGON
STATE HIGHWAY COMMISSION

August 24, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please advise us regarding the final date on which claims for materials and supplies can be filed against contract No. 1984 representing grading on the east unit of the Jordan Creek section of the ION Highway in Malheur County, Oregon.

It is our understanding that this job has been completed and that under chapter 280 of the 1931 Oregon Laws, Claims for materials must be filed with your Secretary of State.

Please confirm this and indicate final date on which such claims may be filed on this particular project.

Yours very truly,

THE SAWTOOTH COMPANY

Peter H. Cohn
Peter H. Cohn

PHC:bq
CC - Mr. A. W. Murray
306 Central Building
Seattle, Washington

ANSWERED
H. B. G.

[illegible]

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 24 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

August 22nd, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the request of the Consolidated Highway Company, Inc. for an extension of time to August 2-th.

The contractors have overrun this time extension. Will you kindly request them to submit a new request for additional time. They should make their new request cover all the time from the expiration of their original date, February 28th, since the Bureau's approval has not been secured to the first extension.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
SEP 8 1938
FOR FILING

91H 3-E

#1984

August 19, 1938

Mr. A. J. Davis
Attorney at Law
Swetland Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 18 enclosing a statement of services rendered by Clifford M. Berry to the Consolidated Highway Company, Inc., in connection with the performance by this company of state highway contract No. 1984 for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

We are today notifying the contractors and their surety of this claim, and suggest that you do the same. The surety in this case is the United States Fidelity and Guaranty Company, for whom McCollister & Campbell are general agents, with offices at 300 Central Building, Seattle, Washington. For further protection, in case you do not secure satisfaction through the surety, you should notify the Secretary of State of your claim as directed by Chapter 280, Oregon Laws of 1931, mimeographed copy of which is enclosed for your guidance and information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

A. J. DAVIS
ATTORNEY AT LAW
SWETLAND BUILDING
TELEPHONE ATWATER 1480
PORTLAND, OREGON

RECEIVED
AUG 19 1938
OREGON
STATE HIGHWAY COMMISSION

August 18, 1938

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

Herewith enclosed statement of services rendered by Clifford M. Berry.

Yours truly,

A. J. DAVIS

AJDavis

AJD·AN
Encl-1

August 9, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are enclosing for your information and attention copy of a notice of claim by Clifford M. Berry against the Consolidated Highway Company, Inc., for services rendered to that company by him to the value of $1,270.40 in connection with State Highway Contract No. 1984 for the construction of the East Malt, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.
Walter F. Cline

STATEMENT OF SERVICES RENDERED as a skilled mechanic by CLIFFORD M. BERRY, for the Consolidated Highway Company, Inc., Contract No. 1984, East Unit, Jordan Creek Section of the I-C-N Highway in Malheur County, 16.84 miles grading, from October 3rd to November 25th, 1937, and from November 27th to December 15th, 1937, for sixteen (16) hours per day at the rate of One Dollar and twenty cents ($1.20) for the first eight (8) hours and Two Dollars and forty cents ($2.40) for the second eight hours (8).

For the above there was due and owing $1,670,40 and whereas only $400 has been paid thereon, there is now due and owing the sum of $1,270.40, payment of which is now demanded.

Clifford M. Berry.
Claimant

RECEIVED
AUG 16 1938
FOR FILING
77H 3-8

August 15, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 9 enclosing three copies each of notices of claim by V. W. Marble, for $302.50, and Mary J. Marble, for $360.00, against Consolidated Highway Company, Inc., for labor as camp employees in connection with State Highway Contract No. 1984 for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

August 15, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by V. H. Marble in the amount of $302.50 against Consolidated Highway Company for labor as camp employee in connection with State Highway Contract No. 1964 for the construction of the East Unit, Jordan Creek Section, I.O.N. Highway, in Malheur County.

Inasmuch as you are surety for the Consolidated Company, we are sending you, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company
Walter F. Cline

August 15, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Mary J. Markle, in the amount of $360.00, against Consolidated Highway Company, Inc., for labor performed as camp employee in connection with State Highway Contract No. 1984 for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

Inasmuch as you are surety for the Consolidated Highway Company in connection with this job, we are enclosing, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.
Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 10 1938
OREGON
STATE HIGHWAY COMMISSION

August 9, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies each of notices of claim by V. W. Marble for $302.50 and Mary J. Marble for $360.00, against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Idaho, Oregon and Nevada Highway, contract No. 1984, which were received from James L. Conley, Attorney, Portland, Oregon, and filed in this office on August 6th.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 6

COPY

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, V. W. Marble, has a claim for labor as camp employee in the sum of Three Hundred Two and 50/100 ($302.50) Dollars against the bond taken from Consolidated Highway Company, Inc., in which said Consolidated Highway Company, Inc. was and is the principal, and United States Fidelity and Guaranty Company was and is surety for that certain construction work of grading, finishing and graveling 16.17 miles of Idaho, Oregon and Nevada Highway, said work being located near Jordan Valley, Oregon.

V. W. MARBLE

Endorsed: File No. 2812
Filed August 6, 1938
EARL SNELL
Secretary of State

COPY

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Mary J. Marble, has a claim for labor as camp employee in the sum of Three Hundred Sixty ($360.00) Dollars against the bond taken from Consolidated Highway Company, Inc., in which said Consolidated Highway Company, Inc. was and is the principal, and United States Fidelity and Guaranty Company was and is surety for that certain construction work of grading, finishing and graveling 16.17 miles of Idaho, Oregon and Nevada Highway, said work being located near Jordan Valley, Oregon.

MARY J. MARBLE

Endorsed: File No. 2813
Filed August 6, 1938
EARL SNELL
Secretary of State

#1984

RECEIVED
AUG 16 1938
FOR FILING
7LH 3-8

August 15, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 9 enclosing three copies of a notice of claim in the amount of $370.00 against Consolidated Highway Company, Inc., by James Anthony for labor as camp employee in connection with Contract No. 1984 for the construction of the I.O.N. Highway, East Unit, Jordan Creek Section, in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

August 15, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We enclose for your information and attention a copy of a notice of claim which we have received from the Secretary of State, it being by James Anthony against yourselves and the Consolidated Highway Company, Inc., for labor performed on the I.O.N. Highway project in Malheur County, East Unit, Jordan Creek Section, in the amount of $370.00, under State Highway Contract No. 1984.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.
Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 10 1938
STATE HIGHWAY COMMISSION

August 9, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by James Anthony for $370.00 against the bond taken from Consolidated Highway Company, Inc., principal, and U.S. Fidelity & Guaranty Co. surety, for work on the I-O-N Highway, contract No. 1984, which was received from James L. Conley, Attorney, Portland and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Secretary of State

S:FM
encs. 3

COPY

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, James Anthony, has a claim for labor as camp employee in the sum of Three Hundred Seventy and no/100 ($370.00) Dollars against the bond taken from Consolidated Highway Company, Inc., in which said Consolidated Highway Company, Inc. was and is the principal, and United States Fidelity and Guaranty Company was and is surety for that certain construction work of grading, finishing and graveling 16.46 miles of Idaho, Oregon and Nevada Highway, said work being located near Jordan Valley, Oregon, Contract No. 1984.

JAMES ANTHONY

Endorsed: File No. 2811
Filed August 9, 1938
EARL SNELL
Secretary of State

RECEIVED
AUG 12 1938
FOR FILING
7H 3-E

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

August 8, 1938

State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

For your information I hand you herewith copy of claim of James Anthony, original of which has today been filed with the Secretary of State.

Very truly yours,

Jas. L. Conley

JAS. L. CONLEY.

JLC:AG
Encl.

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, James Anthony, has a claim for labor as camp employee in the sum of Three Hundred Seventy and no/100 ($370.00) Dollars against the bond taken from Consolidated Highway Company, Inc., in which said Consolidated Highway Company, Inc. was and is the principal, and United States Fidelity and Guaranty Company was and is surety for that certain construction work of grading, finishing and graveling 16.46 miles of Idaho, Oregon and Nevada Highway, said work being located near Jordan Valley, Oregon. Contract No. 1984.

James Anthony

#1984

RECEIVED
AUG 9 1938
FOR FILING
PLH 3-E

August 6, 1938

Mr. James L. Conley
Attorney & Counselor at Law
1312 Public Service Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of August 5 inclosing copies of the claims of Mr. and Mrs. V. W. Marble against the Consolidated Highway Company, Inc. I am making a record of the claims in the files of the job under which they were incurred and I am notifying the contractor and the surety of the same in accordance with the usual practice.

Very truly yours,

Secretary

HBG:AM

REFERRED TO
SECRETARY

August 8, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has received a letter from Jas. L. Conley, Attorney at Law, Portland, with copies of two claims inclosed which have been filed against the Consolidated Highway Company, Inc., by Mary J. Marble and V. W. Marble in connection with the Consolidated Highway Company's contract for grading the East Unit of Jordan Creek Section, I.O.N. Highway, in Malheur County, Contract No. 1984.

This information is given you inasmuch as you appear surety on the bond furnished in connection with this contract. Copies of the claims are attached for your information.

Very truly yours,

Secretary

RBG:AM

cc – Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc – Consolidated Highway Co.
Box 5661
Kenton Station
Portland, Oregon

1986

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

August 5, 1938

State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

For your information I am handing you herewith copies of claims of Mr. and Mrs. Marble, originals of which have been today filed with the Secretary of State.

Very truly yours,

Jas. L. Conley

JAS. L. CONLEY.

JLC:AG
Encls.

ACKNOWLEDGED
H B GLAISYER

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Mary J. Marble, has a claim for labor as camp employee in the sum of Three Hundred Sixty ($360.00) Dollars against the bond taken from Consolidated Highway Company, Inc., in which said Consolidated Highway Company, Inc. was and is the principal, and United States Fidelity and Guaranty Company was and is surety for that certain construction work of grading, finishing and graveling 16.17 miles of Idaho, Oregon and Nevada Highway, said work being located near Jordan Valley, Oregon.

(Sgd) Mary J. Marble

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, V. W. Marble, has a claim for labor as camp employee in the sum of Three Hundred Two and 50/100 ($302.50) Dollars against the bond taken from Consolidated Highway Company, Inc., in which said Consolidated Highway Company, Inc. was and is the principal, and United States Fidelity and Guaranty Company was and is surety for that certain construction work of grading, finishing and graveling 16.17 miles of Idaho, Oregon and Nevada Highway, said work being located near Jordan Valley, Oregon.

(Sgd) V. W. Marble

#1984

RECEIVED
AUG 9 1938
FOR FILING
7LH 3-E

August 2, 1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The United States Fidelity and Guaranty Company, surety for the Consolidated Highway Company, Inc., hereby gives its consent to an extension of time to August 20, 1938, for the completion of contract #1984, East Unit Jordan Creek Section, in Malheur County.

Yours very truly,

UNITED STATES FIDELITY AND GUARANTY COMPANY

By John C McCallister

Attorney-in-fact.

JCM/H

File – original is in Contract

RECEIVED
AUG 9 1938
FOR FILING

FLH 3-C

#1984

August 1, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
300 Central Building
Seattle, Washington

Attention A. W. Murray

Gentlemen:

We have received from the Consolidated Highway Company, Inc., R. H. Blower, Superintendent, their application for an extension of time to August 20 on contract No. 1984, East Unit Jordan Creek Section, in Malheur County.

Will you kindly furnish us with your written consent, so that this matter may be presented to the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
AUG 9 1938
FOR FILING

7PH 3-C

#1984

August 1, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
300 Central Building
Seattle, Washington

Attention A. W. Murray

Gentlemen:

We have received from the Consolidated Highway Company, Inc., R. H. Blower, Superintendent, their application for an extension of time to August 20 on contract No. 1984, East Unit Jordan Creek Section, in Malheur County.

Will you kindly furnish us with your written consent, so that this matter may be presented to the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

Form 2-H-1 1M 1-38
Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

RECEIVED
AUG 2 1938
FOR FILING

RECEIVED
1 - 1938
COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

FLH 3-9

July 29, 1938

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith formal request of the Consolidated Highway Company, Incorporated, for an extension of time until August 20, 1938 on their contract No. 1984, East Unit of the Jordan Creek Section, I.O.N. Highway in Malheur County.

You will note they make their request for the time extension on poor weather conditions prevailing during the months of December, January, February and March, plus a one month extension for delay in awarding of the contract.

Inasmuch as the Bureau of Public Roads does not consider weather condition as grounds for an extension of time, there is nothing I can add to my former letter relative to granting an extension of time without penalty. It may be that insufficient favorable weather was given in the time limit for completion. However, the contractor did not take advantage of favorable weather after the contract was awarded and delayed two or three months the starting of grading work. It therefore appears that their inability to complete on time was due to negligence in the prompt starting of the work and diligent prosecution thereafter.

There will be some overrun of quantities on the project, which may entitle the contractor to an extension in the ratio of his time limit as compared with the increased quantities. This increase can not be definitely determined until final measurements have been completed and semi-final estimate prepared.

NOTED
Highway Engineer

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

✓ cc R. H. Baldock

RECEIVED
AUG 2 1938
FOR FILING

Fd # 3-E

#1984

July 28, 1938

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. C. D. Everett.

Gentlemen:

Reference is made to your letter of July 20th concerning the Consolidated Highway Company, Inc., Contract No. 1984, East Unit, Jordan Creek Section in Malheur County.

You are advised that the above contract was approximately 91% complete on July 10th. The total amount paid the contractors to date is $74,854.50, and the retained percentage is $7,101.95. The estimate for work performed to July 10th which is in amount of $4,792.87, is now being placed in line for payment, and the payment will probably be made within the next week or ten days.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#1984

RECEIVED
JUL 22 1938
OREGON
COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS

9th FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.
July 20 - 1938

Oregon State Highway Commission
Salem, Oregon

Consolidated Highway Co.
Ore. State Hiway Job #1984

Gentlemen:

Will you please inform us what percentage of the work is now completed on State Contract 1984, also advising as near as possible the approximate date that the work will likely be completed. We would also appreciate your advising us the total amount of estimates paid to date, and the approximate date of the next payment.

For your convenience in replying we are enclosing a stamped, addressed envelope.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

E. V. BURNS
District Sales Manager

By W. W. White
District Credit Man

CDE

CDE: LS
Attach; #1984 - July 10 -
E - $86,749.00
R - 7,101.93
Pd - $79,647.07

Est. #7 - $4,792.57 - [illegible]

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 16 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7 L # 3 - L

July 15th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

OTED
Highway Engineer

Dear Sir:

Reference is made to your letter of April 29th, and the request of the Consolidated Highway Co., Inc. for an extension of time to July 1st, on their contract on the West Unit of the Jordan Creek Section of the I.O.N. Highway, contract #1964.

It was apparent when this request was received that they could not finish the contract by July 1st; therefore, it was not thought advisable to secure the concurrence of the Bureau of Public Roads. I would suggest that you have the Consolidated Highway Co., Inc. forward a new application for the total time which they expect to take on the contract. You should be able to determine this accurately at this time.

You should also reconsider your recommendations, keeping in mind that the Bureau of Public Roads does not consider ordinary weather conditions as grounds for an extension of time. Their theory is that the contracter should anticipate extreme weather conditions during the winter months and complete before that time.

The contracter is granted an extension of time for delay in the award of the contract after ten days. I believe that would be all unless you are able to furnish a better explanation for the delay in starting the job or its completion than has hitherto been advanced.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

RECEIVED
JUL 2 1938
FOR FILING

R. H. Baldock
State Highway Engineer
Salem

3-E

OREGON STATE HIGHWAY COMMISSION
SALEM

June 30, 1938.

In Reply Please
Refer to File No.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The sub-contract for placing gravel topping on the east unit of the Jordan Creek Section between the Consolidated Company, Inc., and Chausse and Rhodes, meets the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

NOTED
State Highway Engineer

Form 2-H-1 1M 1-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 2 1938
FOR FILING

RECEIVED
JUN 29 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 28, 1938

3-E

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Permission has been requested by the Consolidated Highway Company, Incorporated through R. H. Blewer, Superintendent for the U.S.W.&G.Co. to enter into a sub-contract with Chausses and Rhodes for the placing of gravel topping on the East Unit of the Jordan Creek Section.

The sub-contract meets with the approval of this office, being within the 20% limitation and the sub-contracting parties appear to be reliable for work of this nature.

In order that this work may proceed immediately, your early approval of this sub-contract will be appreciated if you consider it satisfactory.

I enclose one copy of the sub-contract for your files.

Very truly yours

WCWilliams
W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JUN 21 1938
FOR FILING

3-E

June 20, 1938

Mr. J. F. Johnston
809 Sheridan St.
Newberg, Oregon

Dear Sir:

We have been advised that the repainting of the steel span across Jordan Creek on the I.O.N. Highway in connection with State Highway Contract No. 1985 has been done satisfactorily and we have been authorized to release the certified check which you have on file in our office. The same is inclosed, being check No. 86 drawn on the First National Bank of Portland, Newberg Branch, and in the amount of $150.00.

Very truly yours,

Secretary

[illegible]:AM

cc - Mr. G. S. Paxson

RECORDED
Date 6/22/38
By [illegible]
Delivered to [illegible]

2M 1-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

JUN 20 1938

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

Repainting of steel span across Jordan Creek on the I. O. N. Highway has been completed by C. C. Anderson.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

Work done by C. C. Anderson for Contractor J. F. Johnston
under contract No. 1985

Mr Glaisyer
Ok to release
certified check!

#1984

RECEIVED
JUN 18 1938
FOR FILING

92H3-E

June 17, 1938

Mr. H. B. Marmon
Credit Manager
OAKLEY AUTOMOTIVE
11th & Idaho Streets
Boise, Idaho

Gentlemen:

This acknowledges receipt of your letter of June 13, advising that your claim against the Consolidated Highway Company in the amount of $88.99 in connection with Highway Contract No. 1984, East Unit, Jordan Creek Section, I.O.N. Highway, in Malheur County, has been paid.

We have notified the contractors and their surety of this settlement, and noted the same in our records of this job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

June 17, 1936

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of notice from OAKLEY AUTOMOTIVE, Boise, Idaho, that their claim in the amount of $88.99 against Consolidated Highway Company in connection with State Highway Contract No. 1984 for the grading of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company

Walter F. Cline

SERVICE

OAKLEY AUTOMOTIVE
Corner 11th and Idaho Sts. Phone No. 218
BOISE, IDAHO

RECEIVED
JUN 15 1938
Y COMMISSION

June, 13, 1938.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Attn, H.B.Glaisyer,

Please be advised that I have this day received payment of the account of $ 88.99, from the US Fidelity & Guaranty Co, covering account of the Consolidated Highwyas Co, Inc, on which I filed notice with you on May 5th.

Very Truly Yours,

Oakley Automotive,

HBMarmon

H.B.Marmon,
Credit Manager.

STARTING
AMMETER
IGNITION
HORNS
DOME LIGHT
SPARK PLUGS
OIL FILTER
COIL AND CONDENSER
HEADLIGHTS
TAIL AND STOP LIGHT
SPEEDOMETER

WE SERVICE THESE UNITS ON ALL MAKES OF CARS

UNITED FOR SERVICE

A-768

SHOCK ABSORBERS
LAMP BULBS
MOTOR ANALYSIS
WINDSHIELD WIPER
CARBURETOR AND FUEL PUMP
HEATER
MOTOR TUNE-UP
AUTO RADIO

RECEIVED
JUN 7 1938
FOR FILING

#1984

3-E

June 6, 1938

Valvoline Oil Company,
2308 North Clark Avenue,
Portland, Oregon.

Attention: W. H. Teppola.

Gentlemen:

Receipt is acknowledged of your letter of June 3rd concerning the Consolidated Highway Co. Inc., Contract No. 1984, East Unit, Jordan Creek Section in Malheur County.

You are advised that this contract is approximately 85% complete, and will probably be completed about July 15th. Estimates for this contract are prepared and submitted on the 10th of each month and payments are made from ten days to two weeks thereafter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

VALVOLINE OIL COMPANY

VALVOLINE

GENERAL OFFICES:
CINCINNATI
DIVISION OFFICES:
NEW YORK, CINCINNATI
CHICAGO, LOS ANGELES
ATLANTA
FOREIGN OFFICES:
LIVERPOOL, PARIS, HAMBURG
REFINERIES:
BUTLER, PA.
WARREN, PA.
FRANKLIN, PA.

Portland District
2308 North Clark Avenue
PORTLAND, OREGON

RECEIVED
JUN 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

June 3, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Would you kindly let us know if highway contract No. 1984 covering grading of the East Unit of the Jordan Creek Section of the I.O.N. Highway in Malheur County has been accepted by your commission as complete. If the job has not yet been accepted, would it be possible for you to give us the estimated date of its acceptance?

In addition to this, we are wondering if it would be in order for you to notify us of the dates estimates are paid on the job.

Yours very truly,

VALVOLINE OIL COMPANY

W. H. Teppola
District Cashier

WHT:nr

May 10-
E. $78,821.10
R - $ 7,101.93
Pd $71,719.17
8390

INDEPENDENT REFINERS OF PURE PENNSYLVANIA LUBRICATING OILS SINCE 1866
THE ORIGINAL PENNSYLVANIA OIL

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

JUN 7

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
JUN 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

3-E

June 4, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an authority for additional expenditure in the amount of $5338 on the East Unit Jordan Creek Section of the I.O.N. Highway in Malheur County.

Due to a combination of circumstances which resulted in more stripping of gravel pits than anticipated, an overrun of excavation quantities and a very material overrun in engineering expences, due to the slowness of the contractor, the original authorization is not sufficient for completion of the project.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

#1984

RECEIVED
JUN 1 1938
FOR FILING

7LH #3-C

May 31, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
300 Central Building
Seattle, Washington

Attention A. W. Murray

Gentlemen:

Inquiry in the office of our Auditor reveals that the Consolidated Highway Company's voucher covering payment for work performed for the month ending May 10 was sent to the State Budget Department on May 27. We anticipate receipt of the warrant covering the same tomorrow or next day.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

RECEIVED
MAY 10 1938
FOR FILING
714 3-5

#1984

May 9, 1938

Oakley Automotive
Corner 11th and Idaho Sts.
Boise, Idaho

Attention: H. B. Marmon

Gentlemen:

This acknowledges your letter of recent date inclosing notice of your claim against the Consolidated Highway Company, Inc., for parts, supplies, labor, etc., in the amount of $88.99, in connection with its contract with the State Highway Commission for the construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County. I presume that you have also filed a similar notice with the Oregon Secretary of State as required by law.

Very truly yours,

HBG:AM

Secretary

May 9, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

I am handing you herewith a copy of a notice of claim in the amount of $88.99 which has been filed by the Oakley Automotive of Boise, Idaho, against the bond taken from the Consolidated Highway Company, Inc., in connection with its contract No. 1984 for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County. This information is given you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co., Inc.
Box 5661, Kenton Station
Portland, Oregon

OAKLEY AUTOMOTIVE
Corner 11th and Idaho Sts. Phone No. 218
BOISE, IDAHO

STARTING
AMMETER
IGNITION
HORNS
DOME LIGHT
SPARK PLUGS
OIL FILTER
COIL AND CONDENSER
HEADLIGHTS
TAIL AND STOP LIGHT
SPEEDOMETER

RECEIVED
[illegible] - 1938
(OREGON)
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed find notice of our claim against the Consolidated Highways Company, Inc, which we wish to file.

Very Truly Yours,
Oakley Automotive,
H B Marmon
Credit Mgr.

WE SERVICE THESE UNITS ON ALL MAKES OF CARS
SHOCK ABSORBERS
LAMP BULBS
MOTOR ANALYSIS
WINDSHIELD WIPER
CARBURETOR AND FUEL PUMP
HEATER
MOTOR TUNE-UP
AUTO RADIO

SERVICE

OAKLEY AUTOMOTIVE
Corner 11th and Idaho Sts. Phone No. 218
BOISE, IDAHO

RECEIVED
MAY 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

To the Oregon State Highway Commission,

Notice hereby is given that the undersigned, Oakley Automotive, a partnership, of Boise, Idaho., has a claim for parts, supplies, and labor performed, in the sum of Eighty Eight Dollars and ninety nine cents, ($ 88.99), against the bond taken from Consolidated Highways Company, Inc, and the U.S.Fidelity and Guarranty Co, for the work of , State Highway Commission Contract # 1984, for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, Oregon.

Signed,
Oakley Automotive,
H B Marmon
Title, Credit Manager.

STARTING
AMMETER
IGNITION
HORNS
DOME LIGHT
SPARK PLUGS
OIL FILTER
COIL AND CONDENSER
HEADLIGHTS
TAIL AND STOP LIGHT
SPEEDOMETER

WE SERVICE THESE UNITS ON ALL MAKES OF CARS

SHOCK ABSORBERS
LAMP BULBS
MOTOR ANALYZING
WINDSHIELD WIPER
CARBURETOR AND FUEL PUMP
HEATER
MOTOR TUNE-UP
AUTO RADIO

"UNITED" FOR SERVICE
A-768

#1984

RECEIVED
MAY 9
FOR FILING

3-0

May 6, 1938

Simon, Gearin, Humphreys & Freed
Attorneys at Law
Failing Building
Portland, Oregon

Gentlemen:

Responding to your request of May 4, 1938, I am sending you, under separate cover, a certified copy of Contract No. 1984 and the bond furnished in connection therewith.

I am today notifying the surety company that the claim of Mr. Cliff Tillman has been filed against the Consolidated Highway Company, Inc.

Very truly yours,

Secretary

HBG:AM

May 6, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agent
300 Central Building
Seattle, Washington

Gentlemen:

This is to advise you that a claim in the amount of $848.50 has been filed by Cliff Tillman against the Consolidated Highway Company, Inc., in connection with its contract No. 1964 for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County. The claim is for labor, materials, and service rendered the company.

This information is being given you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company in connection with this job.

Very truly yours,

Secretary

MBG:AM

cc - Walter P. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

SIMON, GEARIN, HUMPHREYS & FREED
ATTORNEYS AT LAW
FAILING BUILDING
PORTLAND, OREGON

JOSEPH SIMON
1851-1935
[redacted]
JOHN C. FAILING
C. C. CARLSON

RECEIVED
May 4, 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Sirs: Attention: Mr. H. B. Glaisyer, Secretary

We enclose affidavit covering the claim of Mr. Cliff Tillman against the Consolidated Highway Company, Inc. on Contract No. 1984. Please furnish us with a certified copy of the contract and bond covering this job.

Expecting to forward this affidavit we have delayed acknowledging your letter of March 19, 1938, in which you gave us certain information in respect to this job. We appreciate the complete answers to our questions which you gave us at that time.

Very truly yours,

~~Simon~~ Gearin Humphreys + Freed.

JCF:A

STATE OF OREGON)
) SS.
COUNTY OF MULTNOMAH)

I, Cliff Tillman, claimant, being first duly sworn, depose and say: that between the 1st day of June and the 23d day of September, 1937, I furnished and supplied Consolidated Highway Company, Inc., contractor, with labor, materials, and services of a reasonable value of $917.50, which were used in the prosecution of the said company's work of grading of the east unit of the Jordan Creek section of the I.O.N. Highway in Malheur County, Oregon, being State Highway Contract No. 1984; said labor, material, and services consisting more particularly of the following:

Hauling men from June 1 to August 31, 1937, 92 days @ $1.00 day	$92.00
Hauling pipe and dirt from July 12th to 16th, inclusive and from July 19 to July 23, 1937, inclusive, 69½ hours @ $1.00 per hour.	69.50
Rental of truck from July 23d to September 23, 1937, 656 hours @ $1.00 per hour.	656.00
Damage to truck. . . . . Said amount being the estimated amount required to put the truck in same condition as when rented to the contractor, less ordinary wear and tear, which amount represents the value of that part of Claimant's truck consumed and destroyed by the contractor in the prosecution of said work, in addition to the repairs already made on said truck.	100.00
	$917.50

Against which advances have been credited as follows:

Advance for auto license.	$24.85	
Cash.	20.00	
Cash.	15.00	
Advanced for tire	9.15	
		69.00

And there is now owing and unpaid from said Contractor the sum of $848.50 no part of which has been paid by said contractor or any other person, except as above stated. This affidavit is made for the purpose of obtaining from the Oregon State Highway Commission a certified copy of the contract and bond of said contractor covering said project.

Cliff Tillman

Subscribed and sworn to before me this 2 day of April, 1938.

NOTARY PUBLIC FOR OREGON
My Commission Expires: ~~Sept~~ March 14, 1939

#1984

RECEIVED
MAY 9 1938
FOR FILING

3-E

May 5, 1938

Oakley Automotive
11th and Idaho Streets
Boise, Idaho

Attention: H. B. Harmon

Gentlemen:

Replying to your inquiry of May 3, 1938, have to advise that the United States Fidelity & Guaranty Company wrote the bond furnished by the Consolidated Highway Company, Inc., in connection with their contract with the Oregon State Highway Commission near Jordan Valley. The general agent of the company is McCollister & Campbell, Room 300 Central Building, Seattle, Washington, and the local agent is Walter F. Cline whose address is Board of Trade Building, Portland, Oregon.

The contract to which you refer is State Highway Commission Contract No. 1984 and is for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

I would suggest that you make a demand on the bonding company for the payment of your claim. I would also suggest that you file notice of your claim with the Oregon State Highway Commission in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

May 5, 1938

The United States Fidelity & Guaranty Co.
McCallister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

This is to advise you that the State Highway Commission has today received a notice of claim, in the amount of $88.99, from the Oakley Automotive, Boise, Idaho, against the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1984 for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

This information is given you inasmuch as you appear surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co., Inc.
Box 5661 Kenton Station
Portland, Oregon

SERVICE

OAKLEY AUTOMOTIVE
Corner 11th and Idaho Sts. Phone No. 218
BOISE, IDAHO

May, 3, 1938.

RECEIVED
MAY 5 - 1938
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Would you please advise me the name of the Bonding Company that is taking care of the bills of the Consolidated Highways Co, Inc, who are doing some road work near Jordan Valley for the State of Oregon.

We have a past due claim of $ 88.99 against this Company, and have not been able to get any response from the Company itself.

Thanking you very much,

Oakley Automotive,
H B Marmon

H. B. GLAISYER

WE SERVICE THESE UNITS ON ALL MAKES OF CARS

RECEIVED
MAY 3 1938
FOR FILING

7L# 3-2

#1984

May 2, 1938

United States Fidelity & Guaranty Company,
McCollister & Campbell, Inc. Agents,
300 Central Building,
Seattle, Washington.

Gentlemen:

I am handing you herewith copy of a letter from the Consolidated Highway Company, requesting an extension of time to July 1, 1938, on their contract No. 1984, East Unit, Jordan Creek Section of the I-O-N Highway in Malheur County.

Before the matter can be presented to the Highway Commission ot will be necessary to have the written consent of the surety on the bond. Will you kindly forward such written consent to this office to accompany the application.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

May 3, 1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Consolidated Highway Company - Cont. #1984, East Unit, Jordan Creek Section of the I-O-N Highway, Malheur County

We acknowledge receipt of your letter of May 2. The United States Fidelity and Guaranty Company surety on bond for the above contractors covering their Contract No. 1984, East Unit, Jordan Creek Section of the I-O-N Highway in Malheur County, hereby consents to an extension of time to July 1, 1938, on said contract.

Yours very truly,

UNITED STATES FIDELITY AND GUARANTY COMPANY

By John C. McCallister
Attorney-in-fact.

Duplicate
Original filed in Contract

JCM/H

RECEIVED
APR 28 1938
FOR FILING

3-8

April 26, 1938

Allen Fletcher Service,
302 - 12th Avenue South
Nampa, Idaho

Attention: A. W. Fletcher

Gentlemen:

Receipt is acknowledged of your letter of April 22 in which you inquire as to the name and address of the bonding company on Consolidated Highway Company's contract covering the grading of the East Unit, Jordan Creek Section of the I. O. N. Highway, in Malheur County, Contract No. 1984.

This bond was furnished by the United States Fidelity & Guaranty Company for whom McCollister & Campbell are the representatives with offices in the Central Building, Seattle, Washington.

Mr. Walter F. Cline is the Portland agent for this company with offices in the Board of Trade Building.

Yours very truly,

HBC:MC

Secretary

ALLEN FLETCHER SERVICE
DISTRIBUTORS
302 12TH AVE., SOUTH
NAMPA, IDAHO

RECEIVED
1938

April 22, 1938

State Highway Department
~~Eugene~~, Oregon
Salem

Dear Sir:

Please advise the name and address of the bonding company for the Consolidated Highway Incorporation, a construction company operating in Oregon. They had a highway contract near Jordan Valley in the summer and fall of 1937.

Yours truly,

ALLEN FLETCHER SERVICE

By AW Fletcher

AWF:B

GENERAL
America's Quality Tire
—goes a long way to make friends

#1984

RECEIVED
APR 25 1938
FOR FILING
3-E

April 23, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of April 21 enclosing three copies of a notice of claim by Jake Lee and Pascual Arritola for $806.75 against Consolidated Highway Company, Inc., for work on the East Unit-Jordan Creek Section of the I.O.N. Highway, State Highway Commission contract No. 1984.

We are noting this claim in our records of this job and sending copies of the notice thereof to the contractor and his surety, the U. S. Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 23, 1938

U. S. FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by John Lee and Pascual Arritola in the amount of $806.75 against Consolidated Highway Company, Inc., for work on the East Unit-Jordan Creek Section of the I.O.N. Highway, in Malheur County, being State Highway Commission Contract No. 1964.

Inasmuch as you are the surety named by the contractors on this job, we forward to you herewith a copy of said notice, for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - McCollister & Campbell
Walter F. Cline

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1938
[illegible] COMMISSION

April 21, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Jake Lee and Pascual Arritola for $806.75 against the bond taken from U. S. Fidelity & Guaranty Company for work on the East Unit–Jordan Creek Section of the I. O. N. highway, contract No. 1984, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:FM
encs. 3

COPY

Jordan Valley, Oregon
April 18, 1938

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that Jake Lee and Pascual Arritola, subcontractors, have a claim for clearing and grubbing 15 and 46/100 miles in the sum of eight hundred six dollars and seventy-five cents ($806.75) unpaid balance against the bond taken from the United States Fidelity and Guaranty Company for the work of grading the East Unit, Jordan Creek Section of the I-O-N Highway under Oregon State Highway Commission contract number 1984.

Jake Lee and Pascual Arritola, subcontractors

by Jake Lee

Endorsed: File No. 2790
Filed April 21, 1938
EARL SNELL
Secretary of State

RECEIVED
APR 25 1938
FOR FILING

3-E

#1984

April 23, 1938

CONSOLIDATED HIGHWAY COMPANY, INC.
BOX 5661, Kenton Station
Portland, Oregon

Attention F. E. Davidson

Gentlemen:

This acknowledges receipt of your communication of April 21, enclosing signed releases covering the claims of Wentworth & Irwin and Goodrich Silverton Stores against yourselves on account of labor and materials furnished in the construction of the I.O.N. Project, State Highway Commission Contract No. 1984, in the amounts of $246.96 and $470.20, respectively.

We have noted the settlement of these claims in our records of these jobs and are today notifying the surety, the United States Fidelity & Guaranty Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - McCollister & Campbell
Walter F. Cline

CONSOLIDATED HIGHWAY COMPANY, Inc.
Box 5661, KENTON STATION
PORTLAND, OREGON

April 21, 1938.

RECEIVED
APR 22 1938
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find a signed release covering the claim of Wentworth & Irwin, which was filed against the bond of Consolidated Highway Co., Inc.

Very truly yours,

F R Davidson

P.S. Also, one from the Goodrich Silvertown Stores.
FRD.

REFERRED TO Jm
BY SECRETARY

acknowledge

#1984

TO: THE OREGON STATE HIGHWAY COMMISSION
AND OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Wentwobth & Irwin in consideration of the sum of TWO HUNDRED FORTY SIX AND NINETY SIX ONE HUNDREDTHS DOLLARS ($246.96) in hand paid by the United States Fidelity & Guaranty Co., receipt whereof is hereby acknowledged, has released and by these presents does release the Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the I. O. N. Project, State Contract No. 1984.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 21st day of April, 1938.

Signed Wentworth & Irwin,

By W. H. Susmith

Ass't Credit Manager
Title.

#1984

TO: THE OREGON STATE HIGHWAY COMMISSION
AND OTHERS WHOM IT MAY CONCERN:

RELEASE

KNOW ALL MEN BY THESE PRESENTS, that Goodrich Silverton Stores in consideration of the sum of FOUR HUNDRED SEVENTY AND TWENTY ONE HUNDREDTHS DOLLARS (470.20) in hand paid by the United States Fidelity & Guaranty Co., receipt whereof is hereby acknowledged, has released and by these presents does release the Consolidated Highway Co., Inc., and the United States Fidelity & Guaranty Co., of Baltimore, Maryland, its surety, from any and all claims of every kind and nature on account of labor and materials furnished by the undersigned to the Consolidated Highway Co., Inc., in the construction of what is known as the I. O. N. Project, State Contract No. 1984.

And the undersigned does hereby waive all claims of every kind and nature against the Oregon State Highway Commission.

Dated this 21st day of April, 1938.

Signed Goodrich Silvertown Stores,

By

Credit manager
Title.

#1984

RECEIVED
APR 18 1938
FOR FILING

3-8

April 16, 1938

Hon. Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of April 15, enclosing a copy of a letter from Cranston Chevrolet Company advising that their claim for $221.12 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity and Guaranty Company, surety, for work on the I.O.H. Highway, Contract No. 1984, has been satisfied.

We are noting this settlement in our records of this job and informing the surety thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 16, 1938

U. S. FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a letter from the Secretary of State, enclosing a copy of a letter from Cranston Chevrolet Company, advising that their claim for $221.12 against Consolidated Highway Company, Inc., for work on the L.O.M. Highway, State Highway Commission Contract No. 1944, has been paid in full.

Inasmuch as you are surety for the contractors on this job, we are advising you of this settlement of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Consolidated Highway Company, Inc.
Box 5661 Kenton Station, Portland

Walter P. Cline
Board of Trade Building, Portland

#1984

RECEIVED
APR 16 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 15, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer, Secretary

There is enclosed for your information a copy of a letter from Cranston Chevrolet Company advising that their notice of claim for $221.12 against the bond taken from Consolidated Highway Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the ION highway, contract No. 1984, has been satisfied.

Yours very truly,

Earl Snell
Secretary of State

S:FM
enc. 1

COPY

CRANSTON CHEVROLET COMPANY

11th and Grove Streets
Boise, Idaho

April 13th, 1938.

Earl Snell,
Sec'y of State
Salem, Oregon.

Dear Sir:

On March 28th, 1938, we filed with your office notice of claim for $221.12 against bond take from Consolidated Highwa Company., principal, and U. S.Fidelity & Guaranty Company, surety, for work on ION highway, contract #1984.

We are pleased to advise that this account has now been paid in full.

Thanking you, we are,

Yours very truly,

Cranston Chevrolet Company
H. N. GRAHAM
H. N. Graha, Treasurer.

HNG/G,

RECEIVED
AUG 19 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 3-E

POST OFFICE BUILDING
PORTLAND, OREGON

April 13, 1937

RECEIVED
APR 15 1937
STATE HIGHWAY

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The P.S.& E. documents for Oregon Federal Lands Highway Project No. 3-E, the East Unit, Jordan Creek Section of the I.O.N. Highway, have today been recommended for approval. You are hereby authorized to advertise the project, subject to final review and approval of the documents by the Chief Engineer.

The 1938 Federal Lands program having not as yet been approved, it will be necessary for us to withhold concurrence in award of contract until such action is taken.

In order to complete our requirements it is requested that you furnish two additional prints of culvert plan sheets Nos. 5323 and 5386.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

#1985

RECEIVED
APR 13 1938
FOR FILING

3-E

April 13, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1985 for the construction of bridges on the Jordan Creek Section of the I. O. N. Highway in Malheur County near Jordan Valley, has been completed by the contractor, J. F. Johnston, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 22, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $59,315.48, including the final payment. Of this amount $118.00 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#1984

RECEIVED
APR 12 1938
FOR FILING

3-E

April 11, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We are in receipt of a letter from Lee and Arritola, Contractors, Jordan Valley, advising us of their claim against the Consolidated Highway Company, Inc, in the amount of $806.75, for clearing and grubbing right of way in connection with the Consolidated Highway Company's contract with the State Highway Commission for the construction of the East Unit, Jordan Valley Section of the I. O. N. Highway, in Malheur County, Contract No. 1984.

Inasmuch as you are the surety named by the contractors on this job, we are notifying you of Lee and Arritola's claim, for your information and attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - Walter F. Cline
Board of Trade Building, Portland

Consolidated Highway Company
Box 5661 Kenton Station, Portland

April 11, 1938

Lee and Arritola
Contractors
Jordan Valley, Oregon

Gentlemen:

This acknowledges receipt of your letter of April 8 advising us of your claim against the Consolidated Highway Company, Inc., being in the amount of $806.75 for clearing and grubbing right of way in connection with the Consolidated Highway Company's contract with the State Highway Commission for the construction of the East Unit, Jordan Valley Section of the I.O.N. Highway, in Malheur County, Contract No. 1984.

The Consolidated Highway Company was required to furnish the state with a surety bond for the protection of labor and material claims and for all just debts, dues and demands incurred against this contract. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon, and McCollister & Campbell are general agents with offices in the Central Building, Seattle, Washington. I would suggest that you make a demand on the bonding company for the payment of your claim and I would also suggest that you file notice of your claim with the Secretary of State as required by law in order to hold the bond responsible and liable subsequent to the expiration of a period of six months from date of completion of the project and acceptance thereof by the Highway Commission. If you secure no satisfaction from the bonding company it will then probably be necessary for you to sue.

In conformance with our usual practice I am today advising the bonding company and the contractor that your claim has been filed.

Very truly yours,

Secretary

WBC:AM

Jordan Valley, Oregon.
April 8th,1938.

H. B. Glaisyer
Sec. State Hwy. Commission

Salem, Oregon.

Dear Mr. Glaisyer:-

I'am writing you for information in relation to collecting a bill from a contractor on the Oregon highways.

The Consolicated Highway Co. of Portland, Oregon. having a contract on the I.O.N. road here in Jordan Valley, Oregon. Owe the undersigned the amount of $806.75 for clearing and grubbing the right away on the said contract, and we would like to place a claim for the same amount with the Highway Commission and would appreciate it very much if you would instruct us as to the proper proceedure to go about the same.

Thanking you for the favor and trouble that this will make you we remain,

Very truly yours,

Lee and Arritola Sub. Contaactore.

By. Jacob Lee
Pascual Arritola

ANSWERED
H B. G.

Form 8-H-1 1M 1-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 12 1938
FOR FILING

Baldock

3-E

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 9, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 1[illegible] 1938

Mr. A. W. Murray
Superintendent of Claims
U. S. Fidelity & Guaranty Co.
306 Central Building
Seattle, Washington

NOTED
State Highway Engineer

Dear Sir:

This week I made an inspection of your grading project at Jordan Valley and find that the section has dried out to the extent that there is no reason for further delaying resumption of work. During the last week, it rained considerably on Sunday night and the ground softened to the extent that perhaps one day's work would have been lost. Otherwise, the entire week could have been worked with good advantage.

Since the rain of the first part of the week, the section has dried up entirely and it is now becoming dusty in spots.

We will appreciate your arranging for immediate resumption of activities on this project.

Very truly yours

W. C. Williams
Division Engineer

WCW:MA

cc R. H. Blower
2803 N.W. 59th Ave.
Portland, Oregon

cc H. G. Smith

#1984

RECEIVED
APR 5 1938
FOR FILING

3-E

April 4, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has received copies of a claim that has been filed by the Cranston Chevrolet Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1984 which was awarded to the Consolidated Highway Company for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

A copy of this claim is inclosed for your information inasmuch as you appear surety on the bond involved.

Very truly yours,

Secretary

HBG:AM

cc - Walter P. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

April 4, 1938

Honorable Earl Snell
Secretary of State
OFFICE

Dear Sir:

This acknowledges receipt of your letter of March 31 with attached copies of notice of claim which has been filed by the Cranston Chevrolet Company against the bond taken from the Consolidated Highway Company, Inc., in connection with State Highway Commission Contract No. 1984 which was awarded to the Consolidated Highway Company for grading the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

COPY

Boise, Idaho.
March 25th, 1938.

To Oregon Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, Cranston Chevrolet Company, Boise, Idaho, has a claim for Chevrolet parts and service labor furnished on trucks and cars, in the sum of Two Hundred Twenty-one & 12/100 Dollars ($221.12), against the bond of Consolidated Highway Company, Inc., and United States Fidelity & Guaranty Company, for the work of Oregon State Highway Commission Contract #1984, grading the East unit of the Jordan Creek Section of the ION Highway, in Malheur County, Oregon.

Cranston Chevrolet Company

By H. N. Graham,
Treasurer.

(Corporate Seal)

C. L. Drake
Notary Public.

SEAL

Endorsed: File No. 2786
Filed March 31, 1938
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

March 31, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of a notice of claim by Cranston Chevrolet Company for $221.12 against the bond taken from Consolidated Highway Company, Inc., principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Jordan Creek Section of the ION highway, contract No. 1984, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

#1984

RECEIVED
MAR 23 1938
FOR FILING
3-8

March 21, 1938

Idaho Electric Supply Company

Boise, Idaho

Attention: Don Southward, Treasurer

Gentlemen:

This acknowledges your letter of March 19 advising us of your claim in the amount of $223.41 against the Consolidated Highway Company for merchandise and service rendered that company in connection with its contract with the Oregon State Highway Commission for highway construction near Jordan Valley, Oregon.

The project to which you refer is State Highway Commission Contract No. 1984 and is for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County.

The contractor was required to furnish the state with a bond for the protection of claimants and to guarantee the satisfactory completion of the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you make a demand on the bonding company for the payment of your claim and, if you secure no satisfaction by so doing, then it will be necessary for you to sue.

I would also suggest that you file notice of your claim with the Oregon Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

March 21, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

This is to advise you that a claim in the amount of $223.41 has been filed by the Idaho Electric Supply Company of Boise, Idaho, against the Consolidated Highway Company, Inc., for services and merchandise furnished the company in connection with its contract for grading the East Unit of the Jordan Creek Section, I.O.N. Highway, in Malheur County, Contract No. 1984.

We will appreciate it if you will give this claim your immediate attention. A copy of the claim is inclosed.

Very truly yours,

HBG:AM

Secretary

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661, Kenton Station
Portland, Oregon

911 Main Street Phone 409

IDAHO ELECTRIC SUPPLY COMPANY
DISTRIBUTORS
AUTOMOBILE AND ELECTRIC SUPPLIES
BOISE - IDAHO

March 19, 1938

RECEIVED
MAR 21 1938
STATE HIGHWAY COMMISSION

State Highway Commissioner
Salem, Oregon

Dear Sir:

Please advise what is necessary to file claim with you for merchandise sold the Consolidated Highway Co. Inc. for use on job near Jordan Valley, Oregon.

The account at present is $223.41 all past due. In addition to this they have 3 Oxygen cylinders and 1 Acetylene cylinder that have not been returned. The demurrage charges 60 cents each per month will be billed until they are returned, if not returned in a reasonable time the value of cylinders will be billed them amounting to $155.00.

Yours truly,
IDAHO ELECTRIC SUPPLY CO.
By Don Southward
Treasurer

DS:gm

ANSWERED
H. B. G.

#1984

FOR FILING

3-9

March 21, 1938

Cranston Chevrolet Company
11th and Grove Streets
Boise, Idaho

Attention: H. M. Graham, Treasurer

Gentlemen:

This acknowledges your letter of March 18 advising of your claim in the amount of $221.12 against the Consolidated Highway Company, Inc., for services rendered that company in connection with its contract with the Oregon State Highway Commission for highway construction near Jordan Valley, Oregon.

The project to which you refer is State Highway Commission Contract No. 1984 and is for grading the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County.

The contractor was required to furnish the state with a bond for the protection of claimants and to guarantee the satisfactory completion of the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you make a demand on the bonding company for the payment of your claim and, if you secure no satisfaction by so doing, then it will be necessary for you to sue.

I would also suggest that you file notice of your claim with the Oregon Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

Secretary

HBG:AM

March 21, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

This is to advise you that a claim in the amount of $221.12 has been filed by the Cranston Chevrolet Company of Boise, Idaho, against the Consolidated Highway Company, Inc., representing services rendered the Consolidated Highway Company in connection with its contract for the grading of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County, Contract No. 1984.

We will appreciate it if you will give this claim your immediate attention.

Very truly yours,

Secretary

RBC:AM

cc - Walter F. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
Box 5661 Kenton Station
Portland, Oregon

Chevrolet

CRANSTON CHEVROLET CO.

Sales and Service

The Complete Car - Completely New

CHEVROLET

11TH AND GROVE STREETS
BOISE, IDAHO

RECEIVED

March 18th, 1938.

State Highway Department,
Salem, Oregon.

Re. Consolidated Highway Co., Inc.
A cct $221.12

Gentlemen:

In October 1937 we opened an account with the Consolidated Highway Company, Inc. of Jordan Valley, Oregon and Box 5661, Kenton Station, Portland, Oregon.

This firm is building a portion of the I.O.N. Cut-off out of Jordan Valley. We have never been able to get any settlement from them and a portion of the account is now over five months past due.

We are advised that they are bonded with the U. S. Fidelity & Guarantee Company.

It is not our desire to use your department as a collection agency but we will appreciate it if you can tell us how we might proceed to make this collection.

Any information given us will be considered confidential.

Thanking you, we are,

Yours very truly,

Cranston Chevrolet Company

H. N. Graham

H. N. Graham, Treasurer.

HNG/G

ANSWERED
H. B. G.

#1984

FOR FILING

7LH 3-8

March 19, 1938.

Simon, Gearin, Humphreys & Freed
Attorneys at Law
Failing Building
Portland, Oregon.

Attention: John C. Failing

Gentlemen:

Responding to your request of March 18, 1938, for information which will enable you to file the claim of Mr. Cliff Tillman against the Consolidated Highway Company, Inc., for labor and rent of truck furnished on the company's Jordan Valley Project, wish to advise that the contract to which you refer is state highway contract No. 1984 and is described as grading of the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County.

The bond furnished by the company in connection with this project was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. The contract is in the amount of $94,692.36 and the bond was written in a like amount.

I shall be pleased to furnish you with a certified copy of the contract and bond if you desire the same and will furnish the affidavit required by law.

I do not believe you will need any additional information for the filing of your claim with the Secretary of State. I might call your attention, however, to the amendment to the law quoted in your letter. I particularly refer to Chapter 280, Laws of Oregon for 1931. You undoubtedly are familiar with this amendment but I am simply calling it to your attention because you did not mention it in your letter.

Very truly yours,

Secretary

HBG:AM

SIMON, GEARIN, HUMPHREYS & FREED
ATTORNEYS AT LAW
FAILING BUILDING
PORTLAND, OREGON

JOSEPH SIMON
1851-1935
EDGAR FREED
JOHN C. FAILING
C. C. CARLSON

March 18, 1938

State Highway Commission,
Salem, Oregon

Dear Sirs:

We have been instructed by Mr. Cliff Tillman to prepare and file a claim against Consolidated Highway Co., Inc.and the United States Fidelity & Guaranty Co. on account of labor and rent of truck on the Jordan Valley job.

In order that we may properly prepare claim to be filed with the Secretary of State under the provisions of Section 67-1101 Oregon Code 1930, we request that you furnish us the correct description of said job and whatever description of the bond furnished by the surety company should be used in preparing our claim.

Very truly yours,

Simon, Gearin, Humphreys & Freed

JCF:B

ANSWERED
H. B. G.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 10, 1938

MAR 11 1938
IN REPLY PLEASE REFER TO
STATE HIGHWAY COMMISSION

3-2

Mr. A. E. Murray
Superintendent of Claims
U. S. Fidelity and Guaranty Co.
304 Central Building
Seattle, Washington

Dear Sir:

It is my opinion that weather is now suitable for the resumption of grading work on the East Unit of the Jordan Creek Section, I. O. N. Highway in Malheur County.

The snow is entirely gone, the frost is out of the ground and I see no reason why the work can not be efficiently prosecuted at this time.

Please advise me as to your intentions regarding the resumption of work on this project.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:AA

cc R. H. Baldock
~~E. C. Smith~~
~~R. H.~~ Blower
2803 N. W. 58th Avenue
Portland, Oregon

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1938

March 10, 1938

3-2

Mr. A. E. Murray
Superintendent of Claims
U. S. Fidelity and Guaranty Co.
306 Central Building
Seattle, Washington

Dear Sir:

It is my opinion that weather is now suitable for the resumption of grading work on the East Unit of the Jordan Creek Section, I. O. N. Highway in Malheur County.

The snow is entirely gone, the frost is out of the ground and I see no reason why the work can not be efficiently prosecuted at this time.

Please advise me as to your intentions regarding the resumption of work on this project.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:[illegible]

cc R. H. Baldock
~~[illegible] Smith~~
~~R. H. Blower~~
2803 N. W. 58th Avenue
Portland, Oregon

FORM 2-M-1 1930 9-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FOR FILE

3-E

March 7, 1938

IN REPLY PLEASE REFER TO FILE NO.

1938
STATE HIGHWAY COMMISSION

NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Owing to the fact that weather is improving rapidly and all snow is gone in the vicinity of Jordan Valley I believe it would be possible for the Consolidated Highway Company Incorporated to resume work within two weeks. For this reason there is no necessity of moving the engineering party as they have sufficient work in setting of concrete reference points, bench marks, checking final cross-sections, etc., to keep them busy in the meanwhile.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

#1984

RECEIVED
FOR FILING

FH 3-5

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March4, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There is enclosed for your information and files a copy of a letter from Fish Lumber Company advising that their notice of claim against Consolidated Highway Company and U. S. Fidelity & Guaranty Company has been paid.

Yours very truly,

Earl Snell

Secretary of State

S:FM
enc. 1

REFERRED TO
McFarland
BY SECRETARY

note on cards

COPY

FISH LUMBER CO.
Fred W.Fish, Proprietor
Manufacturers of
PONDEROSA PINE, FIR AND LARCH
Ironside, Oregon

3-3-38

Earl C. Snell

Sec of State

Salem, Oregon

Dear Sir;

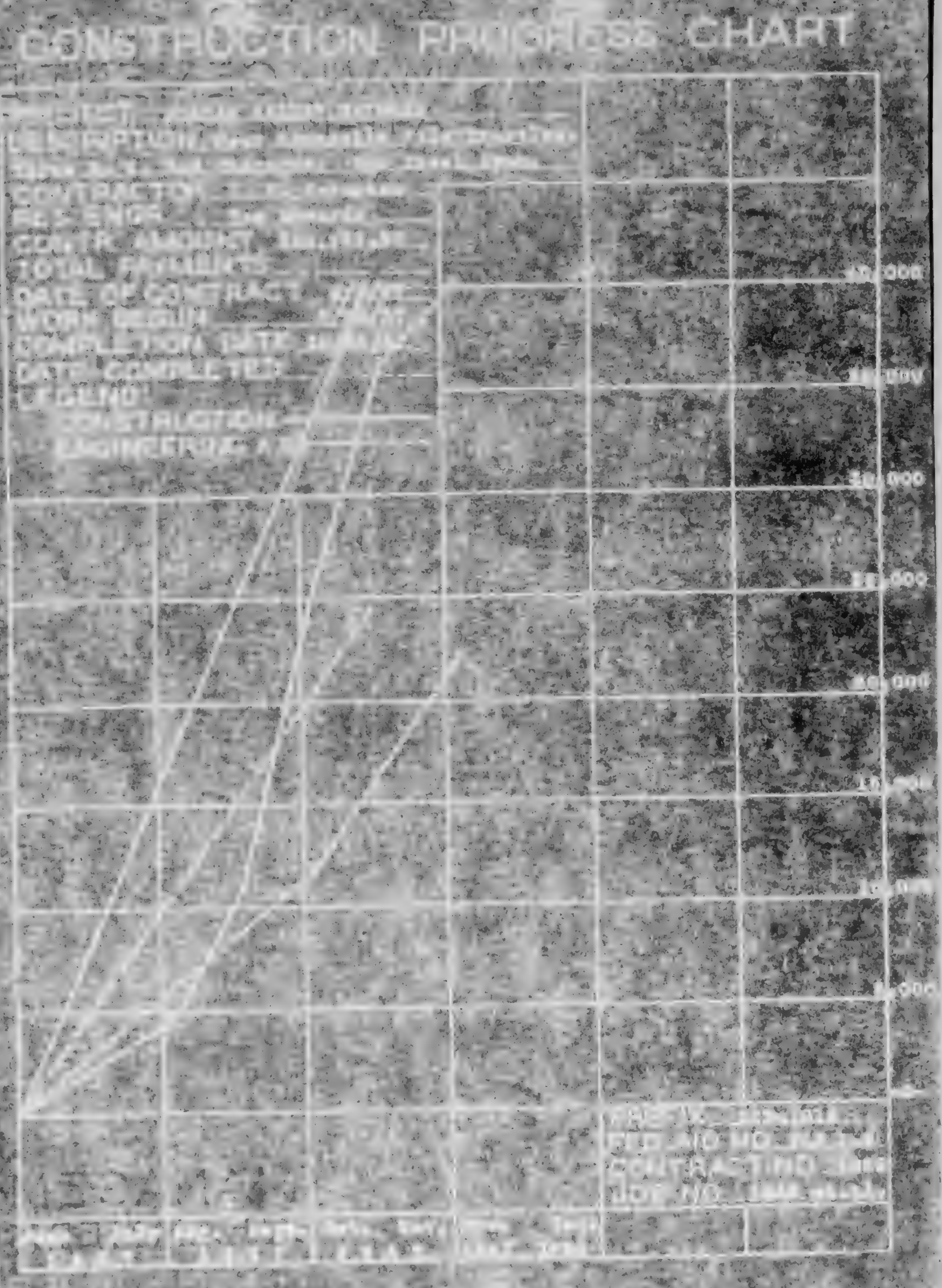
I am in receipt of a check from United States Fidelity and Guaranty Co in full payment for Consolidated Highway Co. Jordon Vally Contract for which there was filed a lien in accordance to Oregon laws.

Please release the lien as payment in full is hereby acknowledged.

Yours truly,

Fish Lumber Co.

Fred W.Fish


CONSTRUCTION PROGRESS CHART
PROJECT
DESCRIPTION
CONTRACTOR
RES. ENGR.
CONTR. AMOUNT
TOTAL PAYMENTS
DATE OF CONTRACT
WORK BEGUN
COMPLETION DATE
DATE COMPLETED
LEGEND
CONSTRUCTION
ENGINEERING
40,000
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30,000
25,000
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15,000
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PREV. REMAIN
FED AID NO.
CONTRACT NO.
JOB NO.

[illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 23 1938
FOR FILING

RECEIVED
FEB 21 1938
OREGON
STATE HIGHWAY COMMISSION

February 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

With further reference to the moving of two tractors and carryalls from the Jordan Valley job to W.P.A. work at Boise:

In a telephone conversation last night with R. H. Blower, bonding company representative, he informed me that this contract had been signed for a period of only one month and that they would immediately return the tractors and carryalls to Jordan Valley upon the expiration of this time limit if weather at that time is suitable for resumption of work at Jordan Valley.

NOTED
State Highway Engineer

Under these circumstances it probably is not advisable to take the matter up with the Consolidated Highway Company or their bondsmen at this time.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 2 1 1938
FOR FILING

RECEIVED
FEB 2 1 1938
STATE HIGHWAY COMMISSION

February 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

For your information, wish to advise that the Consolidated Highway Company, through Mr. R. H. Blower, representative in charge for the bonding company, are plannin to furnish two caterpillar tractors equipped with carryalls for use in W.P.A. work at Boise, Idaho, they having been low bidder on the furnishing of such equipment.

The tractors and carryalls are the ones being used on the I.O.N. Highway and the moving of this equipment to Boise for a period of two months or possibly longer, may have some effect on the ultimate completion date of their Jordan Valley contract.

I am bringing this to your attention in the event that the Commission might wish to take some action toward definitely tying up all work on the I.O.N. for a two months period or longer. I have made no definite commitment to the bonding company relative to this matter as I do not know what position the Commission would wish to take in this regard.

NOTED
State Highway Engineer

Very truly yours

W. C. WILLIAMS

WCW:AA

cc R.H. Baldock ✓
J.E.Morelock

#1984

RECEIVED
FEB 21 1938
FOR FILING

3-E

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE, WASH.

A. W. MURRAY
Superintendent

TELEPHONE
MAIN 7772

Feb. 16th, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Carl Smith, Auditor

Dear Sir: Re: Consolidated Highway Co., Inc.
Jordan Valley Contract No. 1984

I thank you for your letter of February 15th and I now attach voucher duly executed by the United States Fidelity and Guaranty Company. I appreciate the arrangement that you have made whereby we avoid delay and trouble in finding out who the officers of the Consolidated Highway Co., Inc. are and where they are located.

I have made considerable progress in cleaning up the affairs of the Consolidated Highway Co., Inc. although there yet remains a good deal of work to be done.

Sincerely yours

A. W. Murray
Supt. of Claims

AWM:M

Enclosure

NOTED
H. B. GLAISYER

#1984

RECEIVED
FEB 16 1938
FOR FILING
3-6

February 15, 1938

NORDLING PARTS COMPANY
1024 Idaho Street
Boise, Idaho

Attention D. W. Nordling

Gentlemen:

Your letter of February 9, addressed to "Commissioner of Department of Public Works", and having reference to your claim against Consolidated Highway Company, Inc. in connection with State Highway Commission Contract No. 1984, has been referred to this office.

You inquire what steps are necessary to protect your account. The Consolidated Highway Company, Inc., furnished a bond, which was written by the United States Fidelity & Guaranty Company, for the protection of claimants. We are today notifying them and the contractor of your account, and you should do the same. The general agent for the surety is McCollister & Campbell, with offices at 300 Central Building, Seattle, Washington. In addition, in order to protect your claim beyond the expiration of six months from the date of completion and acceptance of the job, you should file your claim with the Secretary of "tate in form substantially as outlined in the enclosed mimeographed copy of Chapter 280, Oregon Laws 1931

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

ENCL.

February 15, 1938

UNITED STATES FIDELITY & GUARANTY COMPANY
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received notice of a claim by NORDLING PARTS COMPANY for $413.71 against Consolidated Highway Company, Inc., for merchandise purchased in connection with the work of grading the East Unit, Jordan Creek Section, of the I. O. N. Highway, in Malheur County, being State Highway Commission Contract No. 1984.

Inasmuch as you are the surety on the bond furnished by the contractor, we enclose, you your information and attention, a copy of the letter notifying of this claim, which was addressed to the "Department of Public Works" and reached us only today.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Consolidated Highway Company, Inc.
Box 5661, Kenton Station, Portland

Walter F. Cline
Board of Trade Building, Portland

Public Utilities Commissioner of Oregon
MOTOR TRANSPORTATION DEPARTMENT
SALEM, OREGON

RECEIVED
FEB 15 1938
OREGON
STATE HIGHWAY COMMISSION

PLEASE REFER TO
FILE NO.

February 14, 1938

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Gentlemen:

Attention: Mr.H.B.Glaisyer, Secretary

The attached letter from Nordling Parts Company, Boise, Idaho, was received in this office today and, no doubt, it should have been directed to your department.

You may wish to communicate with Mr.Nordling direct.

Yours very truly,

PUBLIC UTILITIES COMMISSIONER OF OREGON

By
Chief, Rate Section

JHB:FB
Att.

NORDLING PARTS COMPANY

AUTOMOBILE PARTS • MOTOR REBUILDING

1014 IDAHO STREET, TELEPHONE 2085

BOISE, IDAHO

Feb. 9, 1938

RECEIVED
FEB 14 1938
Public Utilities Commissioner of Oregon
FILE No.

Commissioner of Department of Public Works,
State House,
Salem, Oregon.

Dear Sir:--

We have a bill against the Consolidated Highways, Inc., Jordon Valley, Oregon, for merchandise purchased on the contract they have for work near Jordan Valley. This bill amounts to $413.71 and covers a period from October 1937 to February, 1938. We have written them in Portland, also written and wired the bonding company in Seattle asking for a check but to date they have not sent it to us. In as much as we are advised this is a state job we would like to hear from you what steps would be necessary to protect our account and make collection as quickly as possible.

Thanking you in advance for an early reply, we are,

Yours truly,

NORDLING PARTS COMPANY.

EJ

By D. W. Nordling

Quality

Baldock

RECEIVED
FEB 23 1938
FOR FILING

B-2

February 14th, 1938

COST ANALYSIS TO FEBRUARY 1, 1938

I.O.N. Highway, East Unit Jordan Creek
Grading Contract 1984, Prefix #123-1013

Consolidated Highway Co., Inc., Contractors
J. E. Morelock, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,539.16	95%			$4,681.60
Trench Excavation	443.61	328.6 cu. yd.	1.35	1.83	601.34
Common "	41,988.00	139,960 cu. yd.	0.30	0.34	47,586.40
Solid Rock Excavation	46,894.42	40,180 cu. yd.	1.17	0.34	13,661.20
Overhaul	11,591.50	231,930 yd. sta.	0.05	0.01	2,319.30
Truck Haul	15,235.00	30,470 yd. mi.	0.50	0.16	4,875.20
18" Corr. Iron Pipe	3,394.80	1,476 lin. ft.	2.30	1.79	2,642.04
24" " " "	592.50	184 " "	3.22	2.61	480.24
36" " " "	1,450.80	234 " "	6.20	5.43	1,270.62
48" " " "	938.10	106 " "	8.85	7.33	776.98
PA #1 12" Corr. Iron Pipe	1,474.00	110 " "	1.34	1.50	165.00
Cookhouse & Lodging	*10,672.66*	—	—	—	*4,700.00*
	$137,114.55				$83,759.92

Total Cost $137,114.55

Gross Revenue 83,759.92

Net Loss $53,354.63

Net Loss Equals 63.7% of Gross Revenue

NOTED
State Highway Engineer

DETAIL OF COST

Labor:

Superintendent, Foremen & Timekeepers	$8,373.80	
Labor	46,063.34	
State Industrial Accident Insurance	2,721.87	
Unemployment Insurance & Social Security	1,633.12	
		$58,792.13

Materials:

12" Corr. Iron Pipe	110 lin. ft. at 1.27	139.70	
12" " " " Bands	3 each at 1.53	4.59	
18" " " "	1,476 lin. ft. at 1.75	2,583.00	
18" " " " "	41 each at 2.31	94.71	
24" " " "	184 lin. ft. at 2.72	480.00	
24" " " " "	5 each at 2.88	14.40	
36" " " "	234 lin. ft. at 5.42	1,268.28	
36" " " " "	6 each at 4.57	27.42	
48" " " "	103 lin. ft. at 7.35	779.10	
48" " " " "	3 each at 6.14	18.42	
			5,409.62

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	24,624.87	
Hired Trucks (Not including gas and labor)	8,655.04	
Gas, Oil & Grease	12,187.32	
Explosives	6,970.00	
Camp Expense (90%)	2,558.40	
Cookhouse & Supplies	5,119.16	
Small Tools, Repairs and Misc. Supplies (50%)	6,773.42	
Freight & Cartage Moving In 80%	1,440.00	
Misc. Overhead Expense	2,212.79	
Bond 1% of Gross Revenue	790.60	
Home Office Expense 2% of Gross Revenue	1,581.20	
		72,912.80
Total Cost		$137,114.55

Contract 1984

REMARKS:

This contract consists of the grading and topping of 16.46 miles of roadway. It was bid on April 28, 1937, but the award was not made until June 1st. Up to February 1st, 1938, the job was about 80% complete. About 5,000 cu. yd. of common and 10,000 cu. yd. of solid excavation, 16.46 miles of roadbed finishing and 18,000 cu. yd. of topping remain to be done. As the weather has been so unsettled that it was impossible to carry on finishing work, the contractor has been granted permission to temporarily cease work until the weather moderates. At present this section of the state is experiencing a great deal of rain and snow, and it would be subjecting the contractor to undue hardship to cause him to continue work. With good spring weather, the work should be completed by June 1st, although February 28th, was the specified completion date.

At the present time the bonding company is in charge, and Mr. R. H. Blower has been their representative for the last two months. Mr. Blower seems to be competent, but since the affairs of the Consolidated Highway Co. were in such a deplorable condition, I believe that it is humanly impossible to place the operations on an efficient basis. Mr. John Logan, the former president of the contracting company, however, appears to be in good graces with the bonding firm and is listed on the certified payroll as foreman at $75.00 per week, although his visits on the job are very infrequent.

This job is 16.46 miles in length and requires a large number of shallow cuts and fills. Some of the excavation is through scab lava formation which is difficult to drill and shoot. The job is located a long distance from source of materials and supplies, which results in costs of from 20 to 100% more than on jobs near large cities. A camp large enough to accommodate about 100 men, a repair shop and an office was constructed and equipped at a cost of about $5,000. The cost of maintaining the cookhouse and camp has been very high due to large amount of labor, high cost of supplies and free meals.

Most of the common excavation has been moved with tractors and scrapers, while a small part has been moved with shovel and trucks. Four 80 h.p. Cletracs, 3 10-cu. yd. Isaacson scrapers, 1 dozer and 1 ripper were worked 3 7-hr. shifts per day. The solid was excavated with a 1½ Koehring shovel and trucks. The solid material broke large and required considerable reshooting. The cost of drilling and shooting amounted to about $0.71 per cu. yd., and this abnormally highcost is due mostly to poor labor and management. The hauling costs are very high due to small production and high cost of rented trucks.

A 3/8-cu. yd. shovel and trucks and 2 motor graders have been cleaning up and finishing but due to traffic over the muddy road, what little finishing that has been done will have to be reworked. A great deal of work remains to be done to put roadway in shape for topping, and as the contractor has only a bid of $1.00 per mile for finishing, a considerable loss can be expected on this item.

This job has been poorly managed. The equipment on the job was in fair shape with the exception of the Cletrac tractors, which have been breaking down continuously. The cream of the excavation was skimmed off at the start of the

Remarks - Continued

job in order to get as much estimate as possible. During the period from November 1st, 1937 to February 1st, 1938, the gross revenue amounted to $26,524.70, which was not enough to cover the payroll of $29,572.47.

Their books are in poor shape and the cost shown in this report is approximate. Some of the bills are paid on the job, some in Portland, some in Seattle and some are still unpaid. A few truck owners have not been paid since they have been on the job.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#10 [illegible]

FORM 5-A-1 10M 5-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 14 1938
FOR FILING

February 11th, 1938

3-E

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

I have no objection to closing down the East Unit of the Jordan Creek Section of the I.O.N. Highway on account of inclement weather. Please advise the contractor, however, that it will not automatically extend his time as the Bureau of Public Roads does not recommend weather as a reason for time extensions. The only time extension which the contractor is entitled to so far is the delay in the award of the contract at the start of the job.

I will be unable to advise as to any more engineering work until after the Commission meeting.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

#1984

RECEIVED
FEB 9 1938
FOR FILING

February 9, 1938

Mr. Alfred Whited
Unity, Oregon

Dear Sir:

Your letter of February 7, directed to Mr. Earl Snell, Secretary of State, regarding your claim against the Consolidated Highway Company, Inc., has been referred to the State Highway Commission inasmuch as it involves a state highway contract.

The Consolidated Highway Company, Inc., furnished the state with a surety bond in connection with each of its state highway contracts and the bond in each instance was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, Oregon, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you make a demand on the bonding company for the payment of your claim and would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. If you secure no satisfaction from the bonding company, then of course you still have recourse against the company through the courts.

Very truly yours,

Secretary

HBG:AM

ALFRED WHITED SAWMILL
LUMBER

UNITY, OREGON

RECEIVED
FEB 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

Feb.7,1938

Earl Snell
Secretary of State
Salem,Oregon

Dear Sir:

In regard to our claim against the Consolidated Highway Co., I have not heard from them since I wrote to them. The men who have this money coming to them are badly in need of it.

Kindly advise me what steps to take in order to collect it.

Very respectfully yours,

Alfred Whited

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
FEB - 8 1938
EARL SNELL

ANSWERED
H. B. G.

#1984

FOR FILING

3-E

February 2, 1938

Valvoline Oil Company
2308 North Clark Avenue
Portland, Oregon.

Attention: N. H. Teppola, District Cashier.

Gentlemen:

Reply is made to your letter of the 1st requesting certain information concerning the contract of the Consolidated Highway Company, Inc., for the construction of the Jordan Valley Highway Project on the I.O.N. Highway, in Malheur County. Also requesting a copy of the Oregon laws covering the filing of claims.

The contract to which you refer is state highway contract No. 1984 and covers grading of the East Unit of the Jordan Creek Section of the I.O.N. Highway, in Malheur County. The bond furnished by the contractor for the protection of claims incurred against this bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Board of Trade Building, Portland, and McCollister & Campbell are general agents with offices in Room 300 Central Building, Seattle, Washington. The job has not been completed to date but claimants have six months, subsequent to the completion of the job and acceptance of the same by the Commission, in which to file claims with the Secretary of State in order to hold the bond responsible for the payment of the claim. A mimeographed copy of Chapter 280, Laws of Oregon for 1931, outlining the procedure for filing of claims is inclosed. The bond furnished by the contractor is liable for the payment of claims whether or not the surety has taken over the operations of the contractor.

Very truly yours,

Secretary

HBG:AM
incl.

VALVOLINE OIL COMPANY

VALVOLINE

GENERAL OFFICES:
CINCINNATI
DIVISION OFFICES:
NEW YORK, CINCINNATI
CHICAGO, LOS ANGELES
ATLANTA
FOREIGN OFFICES:
LIVERPOOL, PARIS, HAMBURG
REFINERIES:
BUTLER, PA.
WARREN, PA.
FRANKLIN, PA.

Portland District
2308 North Clark Avenue
PORTLAND, OREGON

RECEIVED
FEB 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

February 1, 1938

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Would you please let us know as early as possible the last filing date for claim on supplies furnished on the Jordan Valley Highway job 10N, No. 1984, contractor, Consolidated Highway Company, Inc.

Would you also send us a copy of the Oregon laws covering filing of claims on materials furnished contractors; and also let us know if the supplier is affected in any way on his claim where the bonding company has taken over operations of any particular job.

Yours very truly,

VALVOLINE OIL COMPANY

W. H. Teppola
District Cashier

WHT:nr

ANSWERED
H. B. G.

INDEPENDENT REFINERS OF PURE PENNSYLVANIA LUBRICATING OILS SINCE 1866
THE ORIGINAL PENNSYLVANIA OIL

#1984

January 27, 1938

United States Fidelity & Guaranty Co.
McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received a notice of claim which has been filed with the Secretary of State by the Fish Lumber Company against the bond taken from the Consolidated Highway Company, Inc. in connection with its contract for construction of the East Unity-Jordan Creek Section of the I.O.N. Highway in Malheur County, Contract No. 1984.

A copy of this claim is inclosed for your information. This is being sent to you inasmuch as you appear as surety on the bond furnished by the Consolidated Highway Company, Inc., in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Walter P. Cline
Board of Trade Bldg.
Portland, Oregon

cc - Consolidated Highway Co.
5661 Kenton Station
Portland, Oregon

January 27, 1938

Honorable Earl Snell
Secretary of State
BUILDING

Dear Sir:

This acknowledges receipt of your letter of January 25, 1938, with attached copies of notice of claim which has been filed by Fish Lumber Company against the bond taken from the Consolidated Highway Company in connection with State Highway Commission Contract No. 1964 for construction of the East Unit, Jordan Creek Section of the I.O.N. Highway, in Malheur County.

In accordance with our usual practice we are today sending copiesof this notice to the contractor and the surety.

Very truly yours,

HBG:AM

Secretary

COPY

FISH LUMBER CO.
Fred W. Fish, Proprietor
Manufacturers of
Ponderosa Pine, Fir and Larch
Ironside, Oregon

January 24, 1938.

To Secretary of State
State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned - Fish Lumber Company has a claim for $579.98 for lumber furnished against the bond taken from Consolidated Highway Company and United States Fidelty & Guaranty Company for lumber furnished on Oregon State Highway Contract no. 1984 East Unit of the Jordon Creek Section of the I.O.N. Highway for which invoice is herewith enclosed. Bond having been furnished to cover above.

Signed FISH LUMBER CO.

By FRED W. FISH
Owner.

* * * * * * * * * * * * * *

FISH LUMBER CO.
Ironside, Oregon, January 22, 1937

Sold to Consolidated Highway Co.
1628 North Columbia Blvd., Portland, Oregon

Between dates of August 9 & 28 inclusive 1937
at Jordan Valley, Oregon, State Highway Contract #1984.

21342 feet rough common lumber del. at $24.00 per M	512.21
2259 feet sized " " " " $30.00 " "	$ 67.77
Total	579.98
Credit none balance due	$579.98.

Fish Lumber Company,
by Fred W.Fish
owner.

Endorsed: File No. 2726
Filed January 25, 1938
EARL SNELL, Secretary of State

COPY

RECEIVED
JAN 26 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 25, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files three copies of anotice of claim for $579.98 against the bond taken from Consolidated Highway Company, principal, and U.S. Fidelity & Guarenty Company, surety, for work on the East Jordon Creek Section of the I. O. N. highway, contract No. 1984, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

S:Fm
enc. 3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 3-E

FOR FILING

RECEIVED
JAN 18 1938
OREGON
STATE HIGHWAY COMMISSION

January 17, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made again to our November 11, 1937, letter in connection with Oregon FLH 3-E, East Unit, Jordan Creek Section, regarding the difference between page 9 of the contract and that of the proposal.

We are holding in this office progress vouchers Nos. 4 and 5 pending receipt of this advice. Hence, we would request an early reply to our letter.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Hwy. Engineer

Jack
What is holding
this up?

This is for the Bridge Contract.
Reeves advises that the data
required will be sent today 1-18-38

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 11 1938
FOR FILING

3-E

January 7, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. E. G. Smith, Construction Engineer

Dear Sir:

For your information, wish to advise that work on the east unit of the Jordan Valley section, I.O.W. Highway in Malheur County is progressing very slowly. I have just returned from an inspection trip and find the entire 16 miles are torn up with nothing finished. All possible pressure was brought to bear by both the Resident Engineer and the writer for finishing during fair weather, but we had no success.

The weather now is too cold for finishing and it would appear that the only work that can be carried on during the winter months is completion of the rough grading. The ultimate completion date I would now set as June 1st. Better progress on finishing would have to be made to complete at that time than has been evident so far.

The United States Fidelity and Guaranty bonding company are now in complete charge of the work under the personal supervision of Mr. Blower. John Logan has been reduced to the status of foreman and is in charge of grading operations in the field.

I am calling this to your attention at this time as we will be unable to keep our engineering costs within the 6% limitation owing to the length of time being consumed on the work. The engineering party is held to as low a personnel as possible. After expiration of the time limit, all engineering charges should be borne by the contractors as they certainly have been negligent in the prosecution of the job.

Very truly yours

W. C. WILLIAMS
Division Engineer

RECEIVED
JAN 10 1938
OFFICE OF
MAINTENANCE ENGINEER

WCW:MA

cc R. H. Baldock ✓

FORM 8-E-1 4M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 6 1938
FOR FILING

3 E

January 5, 1938

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Herewith an application for an extension of time from J. F. Johnston, contractor on the Jordan Creek Bridges on the I.O.N. Highway in Malheur County, Contract No. 1965. The contract completion date on this project was October 31, 1937. Work was completed on December 11, 1937, or forty-one days after the contract completion date. The contract for this job was not awarded until thirty-four days after bids were opened due to right of way difficulties. During the progress of the job it became necessary to change the length of treated piling for one of the bridges necessitating the re-ordering of considerable number of piling.

In view of the above it is recommended that the extension of forty-one days up to and including December 11 be granted without penalty to the contractor.

This application is accompanied by the consent of the surety company and by the recommendation for approval by the Bureau of Public Roads.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer
Att.

3-E

J. F. Johnston - Contract No. 1985 - Bridges on the Jordan Creek Section in Malheur Co.

Total amount earned $39,321.32 - Retained - $3,069.23 - Paid to Date - $33,290.53

Voucher for Est. #5, amount $2,968.56, is out to the Commission and will be paid within the next week or ten days. Including this with the final which will be approximately $3,500.00, he still has about $6,468.56 coming on this job.

J. McFarland.

phoned to Harvey Wells 1/4/38

NOTED
H. B. GLAISYER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 1940 Ends with: Contract # 1984, 1985

FLASH CARDS: Begins every Contract

Remarks: Contract # 1940 continued from Reel # 27

Reel No. 28 Reduction Ratio 21:1 Project No. ______

Camera: Name Bell & Howell Model File Master Film Recordak Fine Grain film 7456

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 9 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden